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**HISTORICAL SOUVENIR**  
**OF THE**  
**HUDSON-FULTON**  
**CELEBRATION**

# Ex Libris

SEYMOUR DURST

*t' Fort nieuw Amsterdam op de Manhatans*



FORT NEW AMSTERDAM



(NEW YORK), 1651

*When you leave, please leave this book  
Because it has been said  
"Ever'thing comes t' him who waits  
Except a loaned book."*

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REPRODUCTION OF THE FRONT PAGE OF THE NEW YORK  
PRICES CURRENT, THE NAME OF WHICH WAS CHANGED  
TO NEW YORK COMMERCIAL, NOW IN ITS 114TH YEAR  
OF CONTINUOUS PUBLICATION.

# The New-York Prices Current.

Published every TUESDAY by J. ORAM,

No. 24, Liberty-street, near Mr. Carey Dungs.

Price 6 Cents.]

TUESDAY, FEBRUARY 23, 1796.

[No. 9.]

CHAMBER of COMMERCE.  
Committee for Feb. 1796.

ROBERT BOWNE,  
JOHN JACKSON,  
JOHN SHAW,  
DAVID GRIM,  
STEPHEN TILLINGHAST.

NEW-YORK PRICE of STOCKS,  
Monday, Feb. 22.

U. S. Bank Stock, 50 per cent.  
New-York, 39  
6 per Cent. 17/10. to 18/  
3 per Cent. 10/6.  
Deferred, 13/5. to 17/5.

COURSE of EXCHANGE, Feb. 22.

Bills on London, 60 days sight,  
5 per cent. below par.  
On Amsterdam, 60 days sight, 40  
cents per guild. at 60 days credit.

Officers and Soldiers Land Warrants,  
of the United States.  
From 40 to 50 Dollars per 100 Acres.

Calculated in DOLLARS and CENTS, as per Quantity.

ASHES, Pot,		From	To	CANDLES, dipt,		From	To	Fish, Cod, dry,		From	To
Pearl,	Ton.	D. C.	D. C.	lb.	lb.	D. C.	D. C.	Quir	D. C.	D. C.	D. C.
	187	50		mould,	18			5	5	50	
	187	50		Sperm.	19			5			
Allum,	Cwt	7	7 50		50			10	10	50	
Almonds,	lb.	19	21	Cassia,	50						
Anchors,		9		Capers,	50			37	50		
Arrack,	Gal.	none.		Botr	40	47		bb.	7		
BACON,	lb.	12		Castor,	lb.	2					
Barley, (Scorch)		none.		Clover Seed, red,	15	17		Piece	5		
Beans,	bu.	1 12	1 50	Cinnamon,	lb.	2		bb.	14	50	15
Beef, Cargo,	bb.	11		Cheese, English,	18	25		Fine,	14	14	50
Prime,		12		American,	9	12		Middling,	9	50	10
Meis,		13		Chocolate,	25	27		Cornell,	none.		
Brandy, Fre. 1st proof	Gal.	1 28		Cloves,	1 50			Rye,	7	7	50
2d proof,		1 37		Coal, Foreign,	Chal	10	15	Buckwheat,	6	12	
3d proof,		1 50		Virginia,	11	12		Indian meal,	196	5	5 25
4th proof,		1 62		Cocoa, Surinam,	Cwt	21		Piece	1	3	25
Spanish, 1st proof,		1 6	1 9	Island,	20			Fisher,	25	75	
2d proof,		1 12	1 15	Copper in sheets,	lb.	30		Mink,	6	32	
3d proof,		1 18	1 25	Copperas,	Cwt	2 25	2 75	Martin,	6	50	
4th proof,		1 44	1 50	Coltee,	lb.	23	25	Red Fox,	25	1 12	
Brazil Wood,	Cwt	12		Cordage,	Cwt	16 25		Cross Fox,	50	2	
Braziletto,	Ton.	80		Currents,	lb.	4	8	Grey Fox,	19	75	
Bread, Pilot,	Cwt	10 50	11	Cotton, Georgia,	28			Wild Cat,	10	62	
Middling,		7 50	8	Bahama,	30			Lucife Cat,	50	2 50	
Ship,		5	5 50	W. Island,	32			Muskat,	47	46	
Crackers,		13 50	14	St. Domingo,	33			Raccoon,	6	62	
do.	Keg	93	1	Dematara,	36			Beaz,	75	4	
Bran, (Breaked	bu.	25	27	Surinam,	38			Wolf,	4	12	
Brimstone, Roll,	Cwt	3			40			Beaver,	lb.	2 25	2 50
Butter,	lb.	15	16	Cayene & Berbice,	Bolt	12		Deer Skins in the			
Boards, Oak,	Mfe.	none.		DUCK, American,	12			hair from New-			
N. Riv. Pine,		15		Russia,	16	18		Orleans,	37		
Eastern Pine and		none.		Ravens,	12			do. from Carol.	25	31	
Spruce,				Russia Sheetings,	Piece	16 25	17 50	do. shav'd,	35	43	
Albany,	Piece	15	21	FLAX-SEED,	Bush	1 62	1 75	Figs,	lb.	6	
				Fustic,	Ton.	25		GENEVA, Holland	Cafe	7 50	
				Feathers,	lb.	50	62	Cask,	Gall.	1 68	1 75



HENRY HUDSON



Robt Fulton

HISTORICAL SOUVENIR  
OF THE  
Hudson-Fulton Celebration  
State of New York

FOR THE  
COMMEMORATION OF THE TER-CENTENARY OF THE DISCOVERY OF  
THE HUDSON RIVER BY HENRY HUDSON IN THE YEAR 1609,  
AND OF THE FIRST USE OF STEAM IN THE  
NAVIGATION OF THE SAID RIVER BY  
ROBERT FULTON IN 1807

BEING  
A GENERAL COLLECTION OF THE MOST INTERESTING FACTS,  
TRADITIONS, BIOGRAPHICAL SKETCHES AND EVENTS

*PROFUSELY ILLUSTRATED*  
WITH EARLY VIEWS OF THE CITY  
COLORED PRINTS



*Seal of New Amsterdam, 1654*



*City Seal, 1686*

PUBLISHED BY  
NEW YORK COMMERCIAL  
NEW YORK CITY

1909.



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NEW YORK

A Copy of the Original Contract  
between  
Henry Hudson and the Amsterdam Chamber  
together with an  
Abstract of the Instructions for the Voyage  
by  
P. VAN DAM  
Counsel for the Company from 1652 to 1706

---

The contract exists entire, the instructions in abstract only, that portion of them only herein given relating to the proposed route of the expedition, and from these it would seem that the discovery of the Island of Manhattan and the Hudson River, by the bold and persistent navigator, was the result of direct disobedience to the commands of his most cautious employers. The contract made by the Amsterdam Chamber alone and signed by two directors in its behalf was concurred in by the whole company before the sailing of the expedition. In consequence of Hudson's ignorance of the Dutch language, the instrument was executed on his part with the aid of Jodocus Hondius as interpreter.

**Contract with Henry Hudson**

"On this eighth of January, in the year of our Lord one thousand six hundred and nine, the Directors of the East India Company of the Chamber of Amsterdam of the ten years reckoning of the one part, and Mr. Henry Hudson, Englishman, assisted by Jodocus Hondius, of the other part, have agreed in manner following, to wit: That the said Directors shall in the first place equip a small vessel or yacht of about thirty lasts\* burden, with which, well provided with men, provisions and other necessaries, the above named Hudson shall about the first of April, sail, in order to search for a passage by the North, around by the North side of Nova Zembla, and shall continue thus along that parallel until he shall be able to sail Southward to the latitude of sixty degrees. He shall obtain as much knowledge of the lands as can be done without any considerable loss of time, and if it is possible return immediately in order to make a faithful report and relation of his voyage to

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\* Sixty tons.

## HISTORICAL SOUVENIR

the Directors, and to deliver over his journals, log-books and charts, together with an account of whatsoever which shall happen to him during the voyage without keeping anything back; for which said voyage the Directors shall pay to the said Hudson, as well for his outfit for the said voyage, as for the support of his wife and children, the sum of eight hundred guilders;† and, in case (which God prevent) he do not come back or arrive hereabouts within a year, the Directors shall further pay to his wife two hundred guilders in cash; and thereupon they shall not be further liable to him or his heirs, unless he shall either afterwards or within the year arrive and have found the passage good and suitable for the Company to use; in which case the Directors will reward the before named Hudson for his dangers, trouble and knowledge in their discretion, with which the before mentioned Hudson is content. And in case the Directors think proper to prosecute and continue the same voyage, it is stipulated and agreed with the before named Hudson, that he shall make his residence in this country with his wife and children, and shall enter into the employment of no other than the Company, and this at the discretion of the Directors, who also promise to make him satisfied and content for such further service in all justice and equity. All without fraud or evil intent. In witness of the truth, two contracts are made hereof of the same tenor and are subscribed by both parties, and also by Jodocus Hondius, as interpreter and witness. Dated as above. (Signed) Dirk van Os, J. Poppe, Henry Hudson, (Lower down signed) Jodocus Hondius, witness."‡

### Abstract of Instructions

This Company, in the year 1609, fitted out a yacht of about 30 lasts burden, and engaged a Mr. Henry Hudson, an Englishman, and a skillful pilot, as master thereof, with orders to search for the aforesaid passage by the North and Northeast above Nova Zembla, toward the lands or straits of Anian, and then to sail at least to the sixtieth degree of North latitude, when if the time permitted he was to return from the straits of Anian again to this country. And he was further ordered by his instructions, to think of discovering no other routes or passages, except the route around by the North and Northeast above Nova Zembla; with this additional provision, that if it could not be accomplished at that time, another route would be the subject of consideration for another voyage.

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† Three hundred and twenty dollars.

‡ Jodocus (that is, Joost or Justus) Hondius, who acted as the interpreter and friend of Hudson, on this occasion, was an eminent engraver of maps, who, like Plancius, was a Fleming by birth, and had fled from his country during the revolutionary troubles. He first went to London, and established himself there in business, but afterwards removed to Amsterdam, which for many years both before that time and afterwards was a great centre of map-making; and where he died two years after the above document was signed. He was succeeded by his son, Henry Hondius, who also became eminent in the map business.

The baptismal name of Hudson, both in the body of the instrument and in the signature, in the Dutch copy, is spelt in plain English, Henry. The practice in America of giving it the Dutch etymology, Hendrik, is therefore more honored in the breach than in the observance.

## HUDSON-FULTON CELEBRATION

### Account of Hudson's Voyage

The first account which appeared in print of Hudson's voyage for the East India Company, was in 1611, in a supplementary volume of Emanuel Van Meteren's history of the Netherlands. Van Meteren was born at Antwerp in 1535, but was taken at fifteen years of age to London by his father to be brought up in mercantile pursuits. He was a relative of the celebrated geographer, Ortelius, with whom he traveled over England and Ireland, and at whose suggestion he undertook the task of writing a history of the Netherlands. He continued to reside at London till his death on the 18th of April, 1612, only four months after the completion and publication of his work. He was Consul of the Netherlands at London for the last thirty years of his life. His position, therefore, gave him especial opportunities to write correctly upon a voyage which in some measure was connected both with England and the Netherlands. The first part of his history was published surreptitiously in Latin and German in 1595 in Germany, whither he had sent it for the purpose of having some engravings for it prepared. He first published it himself in Holland, in Dutch, in 1599. Another edition with a continuation appeared in 1608; and the third in 1611, in 4to: which he declares on the title contains his last corrections, and which, as we have said, was, in fact, the last edition during his lifetime. It has, however, been often reprinted since, and has been translated into French and German, and printed in those languages. It is considered a standard authority, especially for his own time.

His account of Hudson's discovery of the great river appeared in his last edition, and within two years after the event. He wrote it in England, and evidently with the journal before him of some person who had accompanied the expedition, for he mentions the particular days of the arrival of the vessel at different points, corresponding exactly with those given by Juet in his journal, which was not then yet published. It is not probable that it was one kept by any of the sailors, for some of the information which the author gives would not have been within the knowledge of the crew. Nor was it Hudson's, which, it may be reasonably inferred, was sent by him directly to his employers at the time when he was prohibited by the English government from returning to Holland to make a report of his voyage, inasmuch as we find it afterward in De Laet's possession; and especially as he had stipulated in the contract to deliver it up to them. The journal, therefore, which Van Meteren used was probably that of the mate, who, as he alone informs us, was a Netherlander, and who, by reason of the official position of the historian in London, would be thrown in communication with him. This supposition is, however, more strongly founded upon the circumstance that the informant of Van Meteren was acquainted with the private views of Hudson, at various times during the voyage, and afterward—a knowledge not likely to have been possessed by any person except an officer of the vessel; and upon the fact that we are furnished in this account with

the opinion of the mate in favor of wintering in Newfoundland, instead of proceeding home, and with the particular manner in which they proposed to continue the voyage.

Of the relation given by Van Meteren, it will be observed that it is very particular upon those points upon which both the journal of Juet and the account of De Laet are entirely silent, namely, the plans and purposes of Hudson during the voyage. It is well known to our historians and is quoted by them. The original Dutch edition of 1611 of his history, in which the account first appeared, is entitled: "*Belgische ofte Nederlandsche Oorlogen ende Geschiedenissen beginnende van 't jaer 1595 tot 1611, mede vervatende enige gebueren handelinge. Beschreven door Emanuel Van Meteren. Bij hem voor de leste reyse oversie verbeterd ende vermeerderd na die copie gedrukt op Schotlant buyten Danswyck by Hermes van Loven. Voor den Autheur Anno 1611.*" 4to, black letter, folios 360, and table of contents. It recommences with the eighteenth book of the history, at the year 1595, where the first volume ended, and concludes with the thirtieth in the year 1610. It does not appear on the title where it was printed; but it is there stated to have been printed according to the copy printed at Scotland, outside Dantzick—a *nom de guerre*. The place of publication was intentionally concealed. Van Meteren had given offence by his previous volume to some distinguished persons, and he himself in consequence had actually been brought before the States General, upon their complaint of his injustice toward them; and at the same time, the copies remaining in the printer's hands were ordered to be seized. The second volume was, as a contemporaneous history, not likely to be more acceptable to some parties then still living than the former. He wrote, in fact, under a strong Protestant bias. This edition is said to have been printed at Dordrecht. (Mr. S. de Wind's "*Bibliotheek der Nederlandsche Geschiedschrijvers*," p. 258.)

The relation of Hudson's voyage given by this writer has been reprinted in Dutch and translated into the French and English languages. It forms that part of the publications of Joost Hartgers, in 1650, and of Saeghman, in 1663, which describes the voyage of 1609. From this reprint it appears to have been translated into French, and published in the first volume of the "*Recueil des Voyages qui ont servi à l'établissement et aux progrès de la Compagnie des Indes Orientales, etc.*" 12mo, Amsterdam, 1702. Its publication in English was made in "*A collection of Voyages, undertaken for the improvement of trade and navigation, etc.*" 8vo, London, 1703. This last-mentioned volume is not only uncommon, but the translation appears to have been rendered from the French copy, and is not altogether correct. As one of the proofs in our investigation, we append a new one from the original and only Dutch edition of the author. The account occurs in the thirtieth book, folio 327, of the edition of 1611, and is as follows:

"We have said in the preceding book that the Directors of the East India Company in Holland had sent, in the month of March last past, in



## HUDSON-FULTON CELEBRATION

order to seek a passage to China by the Northwest or Northeast, a brave English pilot named Henry Hudson, with a Vlie-boat, and about eighteen or twenty men, part English and part Dutch, well provided.\* This Henry Hudson sailed from Texel on the 6th of April, 1609, and doubled the Cape of Norway on the 5th of May; he laid his course toward Nova Zembla, along the northern coast, but found the sea as full of ice there, as he had found it the preceding year, so that he was compelled to abandon all hope for that year; whereupon, owing to the cold which some who had been in the East Indies could not support, the English and Dutch fell into disputes among themselves. Whereupon the Master, Hudson, gave them their choice between two things, the first was, to go to the coast of America in the fortieth degree of latitude, mostly incited to this by letters and maps which a certain Captain Smith had sent him from Virginia, and on which he showed him a sea wherein he might circumnavigate their Southern Colony from the North, and from thence pass into a Western sea. If this had been true (which experience up to the present time has shown to the contrary), it would have been very advantageous, and a short route to sail to the Indies. The other proposition was, to search for the passage by Davis' Straits, to which at last they generally agreed; and on the fourteenth they set sail, and, with favorable winds, arrived the last of May at the isle of Faro, where they stopped only twenty-four hours to take in fresh water. Leaving there, they reached, on the eighteenth of July, the coast of New-France in latitude forty-four, where they were obliged to make a stay to replace their foremast which they had lost, and where they obtained and rigged one. They found this a good place for catching codfish, and also for carrying on a traffic for good skins and furs, which they could obtain for mere trifles; but the sailors behaved very badly toward the people of the country, taking things by force, which was the cause of a strife between them. The English, thinking they would be overpowered and worsted, were afraid to enter further into the country; so they sailed from there on the twenty-sixth of July, and continued at sea until the third of August, when they approached the land in latitude forty-two. From thence they sailed again until the twelfth of August, when they again approached the land at latitude thirty-seven and three-quarters, and kept their course thence along it until they reached the latitude of forty degrees and three-quarters, where they found a good entrance between two headlands. Here they entered on the twelfth of September, and discovered as beautiful a river as could be found, very large and deep, with good anchorage on both shores. They ascended it with their large vessel as high as latitude forty-two degrees and forty minutes, and went still higher up with the ship's boat. At the entrance of the river they had found the natives brave and warlike; but inside, and up to the highest point of the river, they found them friendly and civil, having an abundance of skins and furs, such as

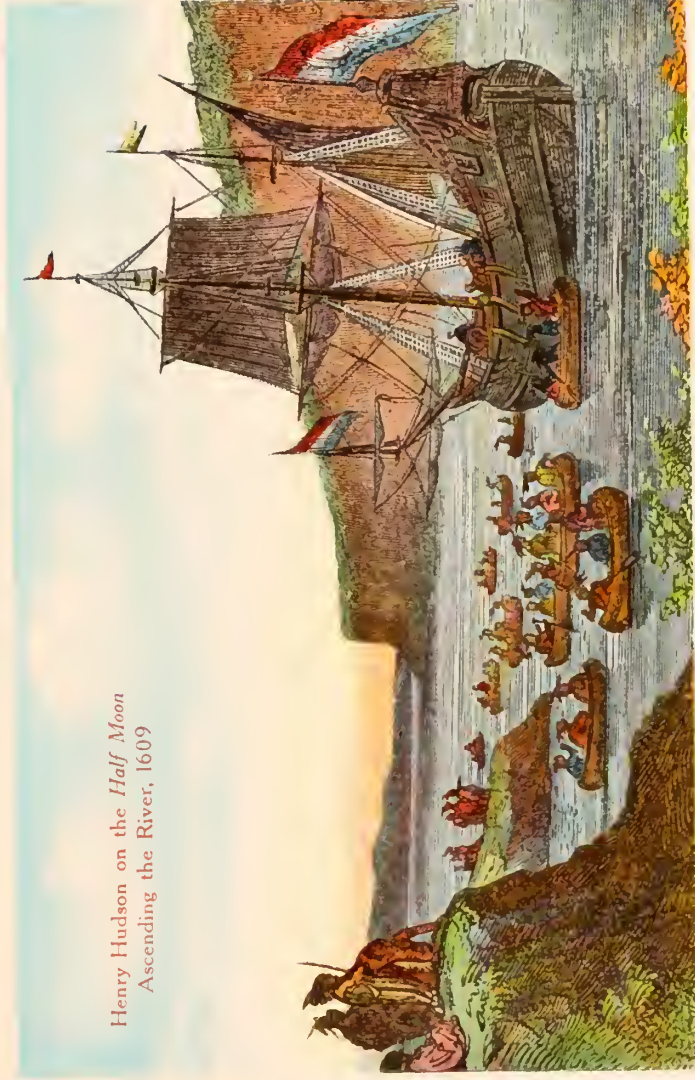
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\* There is nothing to be found on the subject in the preceding book or elsewhere in the history.

martens and foxes, and many other commodities, birds, fruits and even white and blue grapes. They treated these people very civilly, and brought away a little of whatever they found among them. After they had gone about fifty leagues up the river, they returned on the fourth of October, and again put to sea. More could have been accomplished there if there had been a good feeling among the sailors, and had not the want of provisions prevented them.

"At sea there was a consultation held at which there was a diversity of opinion. The mate, who was a Dutchman, thought that they ought to go and winter in Newfoundland, and seek for the Northwest passage through Davis' Straits. The master, Hudson, was opposed to this; he feared his crew would mutiny, because at times they had boldly menaced him, and also because they would be entirely overcome by the cold of winter, and be, after all, obliged to return with many of the crew weak and sickly. No one, however, spoke of returning home to Holland, which gave cause of further suspicion to the master. Consequently, he proposed that they should go and winter in Ireland, to which they all agreed, and at length arrived, November 7th, at Dartmouth in England. From this place they sent an account of their voyage to their masters in Holland, proposing to go in search of a passage to the Northwest if they were furnished with fifteen hundred guilders in money to buy provisions, in addition to their wages and what they had in the ship. He wished to have some six or seven of his crew changed, making the number up to twenty men, etc., and to sail from Dartmouth about the first of March, in order to be at the Northwest by the end of that month, and there pass the month of April and half of May in killing whales and other animals in the neighborhood of the isle of Panar; from there to go toward the Northwest and remain there till the middle of September, and afterward to return, by the northeast of Scotland, again to Holland. Thus was the voyage finished; but before the Directors could be informed of their arrival in England, a long time elapsed by reason of contrary winds, when at last they sent orders for the ship and crew to return at once to Holland. And when this was about to be done, the master, Henry Hudson, was ordered by the authorities there not to depart, but remain and do service for his own country, which was also required of the other Englishmen in the ship. Many, however, thought it very strange that the Masters, who had been sent out for the common benefit of all kinds of navigation, should not be permitted to return in order to render an account and make a report of their doings and affairs to their employers. This took place in January, 1610. It was supposed that the English wished to send the same persons with some vessels to Virginia to explore further the before-mentioned river."

Henry Hudson on the *Half Moon*  
Ascending the River, 1609





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## CHAPTER THE FIRST

# THE DISCOVERY AND SETTLEMENT OF MANHATTAN ISLAND AND A BRIEF HISTORY OF THE CITY'S EARLY GROWTH AND FIRST GOVERNMENT

---

**I**T was fully two hundred years after the discovery of the Western Continent by Columbus that the attention of Europe was turned to the northern region of the new country. Various expeditions had visited different points along the unexplored coast but the first discovery and settlement of the island upon which New York City stands was by Henry Hudson, an Englishman by birth, who in the year 1609 was in the service of the Dutch.

**Hudson's First  
Discovery**

Hudson was in command of a small vessel of eighty tons named the "Half Moon," and was in search of a northwest passage to the East Indies. On September 1st, 1609, he discovered the Highlands of Neversink, the next day rounded Sandy Hook, and on the day following anchored in the South Bay.

On the 6th of September a boat's crew dispatched by Hudson entered the Narrows, and came in sight of Manhattan Island.

On the 11th of September, Hudson sailed up through the Narrows anchoring in New York Harbor for a day, and then sailed up the river that has since borne his name, exploring to the head of navigation near the present site of Albany, and on the 4th of October sailed for Holland with news of his discovery.

His report was so satisfactory that arrangements were immediately made to establish a permanent agency on the new country for the collection of furs and trading with the Indians.

The men employed in the work pitched cabins on the south point of Manhattan Island, the head man or superintendent in charge being Hendrick Corstiaensen.

In 1613, an English ship, sailing along the coast from Virginia, entered the harbor on a visit of observation. Finding Corstiaensen here, with his company of traders, the English captain summoned him to acknowledge the jurisdiction of Virginia over the country or else to depart. The former alternative was chosen by the trader, and he agreed to pay a small tribute to the

**First Settlers  
and Early  
Government**



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Governor of Virginia, in token of his right of dominion. The Dutch were thereupon left to prosecute their trade without further molestation.

### The First Vessel Ever Built in American Waters

The government of Holland did not, however, recognize the claims of England to jurisdiction over the whole American coast, and took measures to encourage the discovery and appropriation of additional territory, by a decree, giving to any discoverers of new countries the exclusive privilege of trading thither for four successive voyages, to the exclusive of all other persons. This enactment induced several merchants to fit out five small ships, for coasting along the American shores in this vicinity. One of these vessels, commanded by Captain Block, soon after its arrival on the coast, was accidentally destroyed by fire. Block immediately began the construction of another, of thirty-eight feet keel, forty-four and a half feet on deck, and eleven and a half feet beam, which was the first vessel launched in the waters of New York. She was called the "Unrest," or Restless, and ploughed her keel through the waters of Hell Gate and the Sound, the pioneer of all other vessels, except the bark canoes of the aboriginal inhabitants.

The Dutch gave the name "New Netherland" to the colony, and it was at the period under the control of the United New Netherland Company. Upon



NIEUW NEDERLANDT, 1640

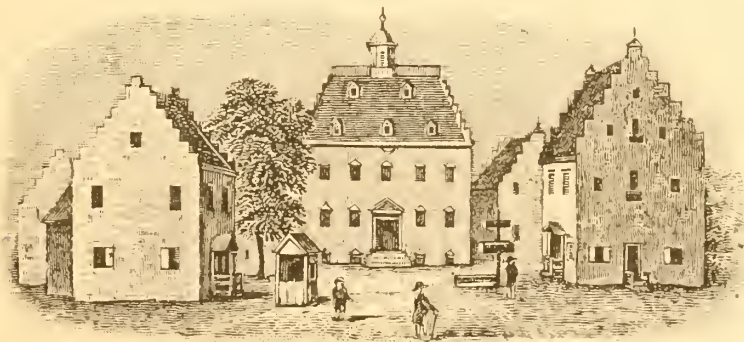
## HUDSON-FULTON CELEBRATION

the formation of the West India Company the government and guidance passed into the new corporation's hands, and it was decided to make Manhattan Island the permanent headquarters. In pursuance of this resolve, two vessels, containing many families and numerous head of cattle were dispatched here in 1625.

The settlers commenced their town by staking out a fort on the south point of the island under the direction of one Kryn Frederick, an engineer sent along with them for that purpose; and a horse-mill having been erected, the second story of that building was so constructed as to afford accommodation for the congregation for religious purposes. The habitations of the settlers were of the simplest construction, little better, indeed, than those of their predecessors. A director-general had been sent to superintend the interests of the company in this country, in the person of Peter Minuit, who, in the year 1626, purchased Manhattan Island from the Indian proprietors for the sum of sixty guilders or twenty-four dollars, by which the title to the whole island, containing about twenty-two thousand acres, became vested in the West India Company.

Building the  
New Town

The success of the company led many to turn its advantages to individual account, and in 1628 an act was passed under the title of "Freedom and Exemptions granted to all such as shall plant Colonies in New Netherland." This edict gave to such persons as should send over a colony of fifty souls, above fifteen years old, the title of "patroons," and the privilege of selecting any



STADT HUYS  
Built 1642, Razed 1700

land, (except on the island of Manhattan,) for a distance of eight miles on each side of any river, and so far inland as should be thought convenient. The company stipulating, however, that all the products of the plantations thus established should be first brought to the Mannhattans before being sent elsewhere, for trade. These privileges gave an impetus to emigration and assisted in permanently establishing the settlement of the country. From this era commenced the decline of the profits of the company, as with all their vigilance they could not restrain the inhabitants from surreptitiously engaging in trade with the Indians, and making the profits which would otherwise have gone into the company's treasury.



DUTCH COTTAGE IN BEAVER STREET, 1679

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## CHAPTER THE SECOND

# EARLY PROGRESS OF THE CITY, THE FIRST INDIAN WAR AND THE ORGANIZATION OF MUNICIPAL INSTITUTIONS AND PLACES OF WORSHIP

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**A**S the affairs of the city began to assume a settled condition, the public authorities and citizens turned their attention to the building of public and private edifices adapted to the wants of the colony.

The fort was probably the first permanent structure raised by the company on this island; the building erected for this purpose being a block-house, surrounded by red cedar palisades, constructed in 1626. In 1635 a new fort, on a larger scale, being about three hundred feet long and two hundred and fifty feet wide and which cost one thousand six hundred and eighty-eight dollars was completed.

The site of this edifice was on the blocks now inclosed by the streets called Bowling Green, Whitehall, Bridge and State streets.

The first church edifice, built exclusively as a place of worship, was commenced in 1633. It was on the East River, a short distance from the fort, being on the present north side of Pearl Street, about midway between Whitehall and Broad streets. The structure was of wood and after nearly ten years of use the Indian war of 1642 broke out, and it was discarded as an unsafe place of meeting. A new church was then built within the walls of the fort at a cost of \$1,000.

First Place of  
Worship and  
Burial

The first churchyard was established on the west side of the present Broadway, a short distance above the hill at the Bowling Green.

In the year 1642, it was considered desirable to afford increased accommodation to travelers on their way from New England and other places, for which purpose "a fine stone tavern" was erected, fronting the East River. This building, which was among the first constructed east of the present Broad Street, was located on the present northwest corner of Pearl Street and Coenties Alley. After the organization of a city magistracy in 1653, it was ceded to the city, to be used for the purposes of a "stadt huys," or city hall, and was thus occupied until the year 1700.

Two principal roads were established on this island at an early period. One extending from the fort northwards, through the interior of the island, the present line of Broadway, and pursuing a northerly course, on a ridge, to the south point of the present Park, whence it followed the line of the present Chatham Street to nearly the corner of Duane Street. To avoid the steep des-

The Early  
Roadways

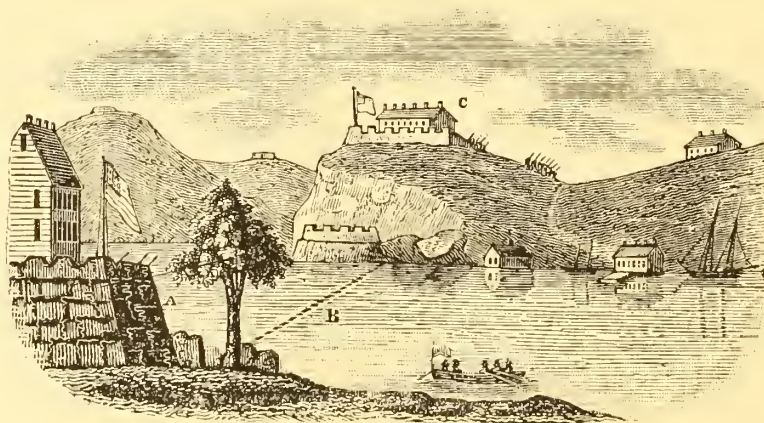


## HISTORICAL SOUVENIR

cent there encountered—for a heavy hill thence descended to a brook at the present Roosevelt Street—it wound around to the right, making a circuit nearly on the present lines of Duane, William and Pearl streets and thence again ascended up the present Chatham Square, which was formed by the necessity of leaving a wide space for a circuitous ascent of the hill. A handsome and nearly level roadway, thence continued on the present line of the Bowery.

The other road was that originally leading from the ferry landing, between Long Island and this island. This ferry, from the earliest settlement, and for many years afterward, was from the present landing on the Brooklyn side, at Fulton Ferry, to the nearest point on this island, which was at the present Peck Slip. Cornelius Dircksen, was the earliest ferryman of whom the records speak, and was, probably, the first person who regularly followed that calling. He owned considerable land near Peck Slip in the year 1642.

The west side of the road along the shore leading to the ferry was a favorite locality for out-of-town residences, it being an elevated hill, with a fine river prospect, and tolerable soil. Among the original grantees of land along this section were: Henry Brazier, thirty-three acres near Franklin Square, adjoining to Wolphert's marsh, which occupied the parts adjacent to the present Roosevelt Street. Cornelius Dircksen, the ferryman, land near the present Peck Slip. David Provoost, Philip De Truy, Cornelius Van Tienhoven, Laurens Cornelisen Vanderwel and Govert Loockermans, all prominent men in early times, were grantees of the lands between the ferry and the present Maiden Lane, along the west side of Pearl Street. It was not until the year



EARLY VIEW OF WEST POINT, 1790  
A—Constitution Island. B—A chain 450 yards in length.  
C—Fort Clinton



## HUDSON-FULTON CELEBRATION

1642 that any deeds were made of town lots, and probably no title for lots below Wall Street will date further back through individual proprietors than that date.

Lots on the lower part of Broadway, then called the "Great Highway" began to be laid out and granted to individuals in the year 1643.

These grants were the first on Broadway, and some years elapsed before they were generally built upon. It is evident, however, that at this early period, the speculative value of property on that street was fully appreciated by the early settlers, as not more than one or two of the original grantees ever occupied the property themselves, or did more toward improving than fencing them in, but in after years sold them to persons for building purposes.

**The Deeding  
of Lots**

This was the beginning of Broadway in its character of a public street, it having previously been no more than a road through fields owned by the West India Company, under their Indian title to the Island.

The favorite building localities in the outset of this city were those immediately adjacent to the fort; and one of the earliest being on the present line of Pearl Street, between Whitehall and State Streets. This had been occupied from the time that the fort was first laid out. The situation was convenient for the kind of buildings then customary, as some protection was afforded from the cold northerly winds by the walls of the fort.

In 1640, the relations between the early settlers and the Indians became strained through the keen competition by individual traders, and this condition of affairs soon resulted in open hostilities and several murders. Open warfare followed in 1642. The following year a treaty of peace was signed, which was soon broken by the Indians, and it was not until 1644, after several victories by the settlers, that the first war was ended and the struggling colony turned its attention once more to peaceful pursuits.

**The First  
Indian War**

In 1652, the town was incorporated under the government of a Schout, two Burgomasters, and five Schepens.

The powers of the Magistrates were well-defined with respect to their judicial functions, having original jurisdiction of civil and criminal cases, arising within their limits, subject to an appeal from their judgments, to the Director General and Council. Their municipal powers, however, were wholly undefined, and being created under a special authority, independent of the general government of the father-land, they cannot be said to have had any powers whatever, not subject to the controlling voice of the Director General and his council; and this seems to have been the construction put upon their functions, in some cases which brought the subject under review. Nevertheless, for general purposes, it was conceded that the town Magistrates were invested with similar powers to those of the like officers in the father-land; and were authorized to supervise the improvement of the town, to appoint their own officers, and to make general regulations for their observance.

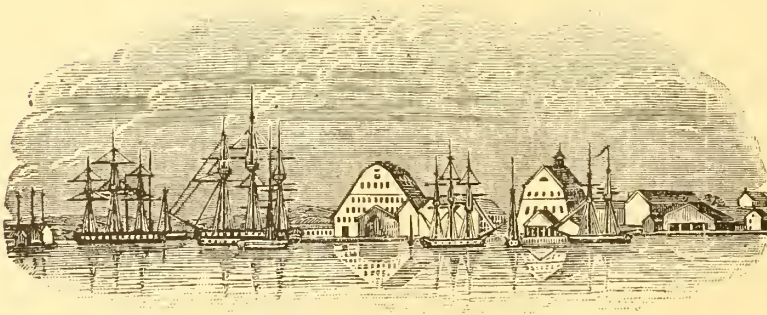
**How Legal  
Disputes  
Were Settled**

The Magistrates were to be appointed, in the first instance, by the Director

## HISTORICAL SOUVENIR

general and his council, to hold office for one year; and in course of time they were privileged to advise the government as to the appointment of their successors, and to submit a nomination for his consideration.

The separate organization of the town being thus established, it became necessary to have a city hall or town-house for the use of the magistrates, to which purpose the city tavern, which had been built by the government in 1642, was converted, and henceforth became known as the "stadt huys." Court was held every fortnight, and the proceedings were very simple, the disputants usually appearing in person so that when Dirck Van Schelluyn, a lawyer, came over from Holland he found it impossible to secure a lucrative business.



OLD BROOKLYN NAVY YARD, 1836

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## CHAPTER THE THIRD

# HOW THE CITY'S GROWTH WAS RETARDED BY WARS AND RUMORS OF WARS, AND HOW THE COLONISTS PREPARED TO REPEL INVASION

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**W**AR being declared between the English and Dutch nations in 1652, it was determined to construct a line of defence along the outskirts of the town from the north to the East River, to meet any attack from the English in the New England colonies. Forty of the principal citizens offered a loan of over two thousand dollars for this work, which was commenced April 1st, 1653, by the erection of posts or palisades twelve feet in height, and seven inches in diameter, set on the ground and sided up on the outside with boards. On the inside of this stockade a ditch two feet wide and three feet wide was dug and upon the earth thrown up, the defenders could look over the stockade.

**The First Wall  
Around the City**

The work was completed about the 1st of May, 1653. It extended along the East River shore, from near the present head of Coenties Slip, on the line of Pearl Street, and crossed the cultivated fields to the North River, its line being marked by the present north side of Wall Street. All trade and business was at a stand-still during its progress, every citizen lending a helping hand.

The year 1653, passed over without any attempt having been made against this city, but with the opening of the following year, the Dutch found the danger more imminent, as Cromwell had been persuaded to dispatch a fleet to America, consisting of four ships, the avowed destination of which was against this city.

The fleet never reached New Amsterdam harbor, however, as word was received of the conclusion of a treaty of peace between the English and Dutch and immediately the troubled colonists set apart a day of thanksgiving for the happy deliverance from war.

While relieved of the apprehension of an invasion by the English, the colonists suffered from the attacks and depredations of the Indians, and it was not until Governor Stuyvesant established peace by giving the red men presents instead of blows that amicable relations were restored.

The city at this time contained several thoroughfares irregularly laid out. In 1656 a survey was completed and the city was laid down on a map and confirmed by law "to remain from that time forward without alteration." At this time the city contained about a dozen roadways running from the fort to the surrounding country.

**Progress of  
the City**

## HISTORICAL SOUVENIR

These were but sparsely settled, and at that time gave no idea of what mighty avenues of commerce and finance they were destined to become.

The trade at this period clustered around the one wharf of the town which was on the present line of Moore Street, running out from Pearl Street, the principal merchants occupying the present north side of Pearl Street between Broad and Whitehall Streets.

In 1658 stone pavements were first laid in the city. These pavements were of cobble stones with no footways for pedestrians.

The first establishment of public markets may be set down at this period. Some attempt, without permanent success, had been previously made toward this object, and the custom had, until this time, commonly prevailed of country people bringing their products to town, and retailing them from door to door, or waiting at convenient localities for transient custom. In the spirit of progress, which prevailed in 1656, it was enacted that "whereas, divers articles, such as meat, pork, butter, cheese, turnips, cabbage, and other country produce, are from time to time brought here for sale by the people living in the country, and oftentimes wait at the strand, (foot of Whitehall Street) without the people living out of that immediate neighborhood knowing that such things are for sale in town; therefore, it is ordered that from this time forward, Saturday in each week will be appointed as market day, the articles to be brought on the beach, near Mr. Hans Kiersted's house, of which all shall take notice." The house of Dr. Kiersted, here referred to, occupied the present northeast corner of Pearl and Whitehall Streets. The country market, or place for the standing of country wagons, remained at this place for many subsequent years.

In the year 1658, a meat market was established, and a small house erected for that purpose on the plain in front of the fort, or the present site of the Bowling Green; and in 1659 a great yearly fair for the sale of cattle was established in this city, the exchange or meeting-place for the buyers and sellers being at the present Bowling Green. The island at this time, beyond the immediate limits of the city, contained many farms under cultivation, but the greater portion was without enclosures, and was used as commons, the valuable sites along the present Broadway being then used as runs for cattle.

The road to Harlem, in those times, lay mostly through the woods, and was in a condition hardly fit for travel in many seasons. Some years subsequently, (1671) a new road was found necessary, the first having become impassable. The village of New Harlem, as it was then called, was composed of a community of farmers, the flat and fertile section in that vicinity having been early chosen as the most desirable farming lands on this island. A small tavern stood on the banks of Harlem river, from which boats took passengers to the opposite shore. This tavern was the occasional point of excursion for riding parties from the city, and was generally known as the "Wedding-Place."

**Early Public  
Markets**

**The Road to  
Harlem and the  
Bowery**

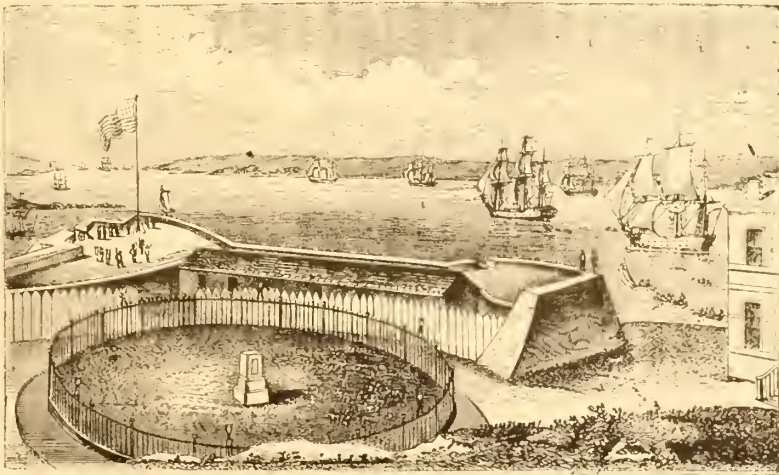


## HUDSON-FULTON CELEBRATION

On the road to Harlem, near the Governor's farm or "Bouwery," a small settlement of three or four houses sprung up, about the time of Governor Stuyvesant, a tavern having been set up there by a Mr. Jansen. This place became a resort to pedestrians from the town, the road having been handsomely laid out, of unusual width, and greatly improved under Stuyvesant's direction. One or two small taverns were on the road between the town and the "Bouwery," the principal of which was that of Wolfert Webber, near the present Chatham Square, who was, probably, the earliest settler on that road between the City and Harlem. Webber's house was built in the year 1648, and had been the centre of many scenes of stirring incident, having frequently been assaulted and robbed in times of Indian troubles.

The only other hamlet or village on the island was at "Sapokanican," afterward called Greenwich, and now in the Eighth and Ninth Wards. Plantations were established here soon after the settlement of the island, and at the time of Governor Stuyvesant, a few houses formed a small village there.

The West India Company also owned several large farms which they had selected and reserved to themselves, soon after the settlement of the Island. One of these, commonly called the Company's Farm, lay on the present west side of Broadway, between Chambers and Fulton Streets, and extending to the North River shore. It was confiscated by the English, and become known as the King's farm. It was subsequently ceded to Trinity Church.



BATTERY AND BOWLING GREEN DURING THE REVOLUTION





*To the Honourable*  
**RIP VAN DAM, E.sq**  
*PRESIDENT of His Majesty's Council for the PROVINCE of NEWYORK*  
*This View of the New Dutch Church is most humbly*  
*Dedicated by your Honour's most Obedient Serv<sup>t</sup> W<sup>m</sup> Burgis.*

MIDDLE DUTCH CHURCH IN OLDEN TIMES

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## CHAPTER THE FOURTH

# THE CONDITION OF THE CITY AT THE TIME OF THE CAPITULATION TO THE ENGLISH AND A HISTORY OF THE FIRST CITY HALL

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**I**N the year 1642 the authorities built a city tavern. The site selected was close to the shore south of the road to the ferry on the present northwest corner of Pearl Street and Coenties Alley. After the organization of the city magistracy in 1653, this building was ceded to the city for the purposes of a city hall, and it was used as such until 1699. Its principal use was for the sittings of the Burgomasters and Schepens, and for the prison. The chamber occupied for the sitting of the magistrates was on the southeast corner of the second story, the prison chamber being in the rear, on the other side of the house, facing a yard which extended to "Hoogh straat." Upon the roof was a cupola, in which was hung a bell, in the year 1656, which was rung for the assembling of the magistrates, and also on occasions of the publication of proclamations, which was done in front of the hall. This ancient edifice, which was substantially built of stone, stood until the year 1699, nearly sixty years, when it gave place to the city hall at the head of Broad Street, in Wall Street. The old building—having survived the nationality of its founders, and witnessed some generations of their descendants, living under foreign laws and speaking a foreign language within its walls—was sold, to one of the citizens, for one hundred and ten pounds sterling; and probably its stones are still to be discovered in the foundations of some of the adjacent buildings.

The First  
City Hall

On the shore of the river, other buildings were, in course of time, erected, to correspond with the line of the city tavern, thus forming the street called the "Waal." It having been found necessary to protect the shore in front of the city hall against high tides, which sometimes approached the building, a stone wall was at first constructed, and the street filled in. The tide still washing between the crevices, it was resolved, in 1654, to drive plank into the shore, and to make a uniform "sheet-pile" between Broad Street and the city hall, in which the individual lot owners were compelled to join. This work was, soon after, still further extended, to Wall Street; and, in the year 1656, an ordinance was adopted, in the following words: "*Whereas*, the sheet-piling, in front of the city hall and before the water-gate on the East River, and in some other places thereabout, is finished, and some is also begun by others; therefore, for the uniformity of the work, all who have houses and lots between the city hall and the water gate, are ordered to line their banks with plank, according to the gen-

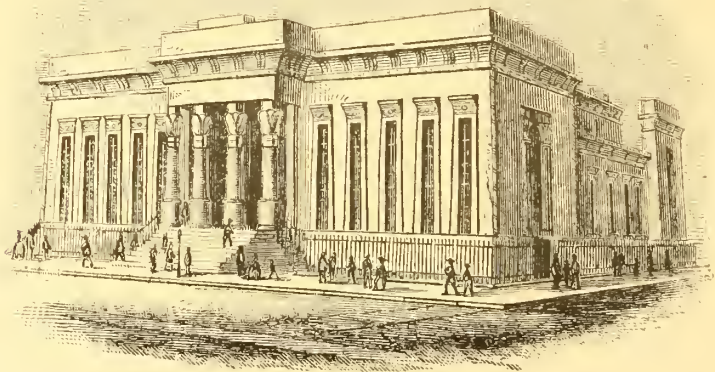
## HISTORICAL SOUVENIR

eral plan and survey, to be completed before the 17th December, 1656." But even after this improvement, the road along this part of the shore was frequently in an impassable condition. In the year 1671, a "strooke," or foot path, was paved with stone, from Broad Street to the City Hall; and in the following year it was resolved that "*Whereas*, the highway at the water side, between the City Hall and Tryntje clock," (at Hanover Square) "*is so washed away that passengers are in danger of mischief; Ordered*, that the owners of property shall cause a foot-path, of six feet wide, to be made."

When the Entire  
City Was Bought  
For \$24

How Commerce  
Grew Steadily

The colony was, until 1624, under the charge of a superintendent or head man, but in that year Peter Minuit became the first Dutch governor representing the West Indian Company. In addition to materially increasing the business of the growing city, Governor Minuit attained lasting fame by buying Manhattan Island, containing 22,000 acres for sixty guilders or \$24 in English money. He thus secured realty that is at the present time assessed at nearly five billion dollars. Upon arriving here, Governor Minuit established his residence in a block-house on the south point of the island, around which he raised a defence of red cedar posts or palisades of sufficient height to prevent the Indians from scaling the inclosure. The principal incidents of Minuit's history in this place were those connected with the trading affairs under his charge. He, however, was in some correspondence respecting the territorial limits with the New England Pilgrims, who first landed in that country during his administration. The imports into New Netherland, in 1624, amounted to ten thousand six hundred and fifty-four dollars, and the exports of skins and furs, to about eleven thousand dollars; in 1625, the imports were three thousand six hundred



THE TOMBS

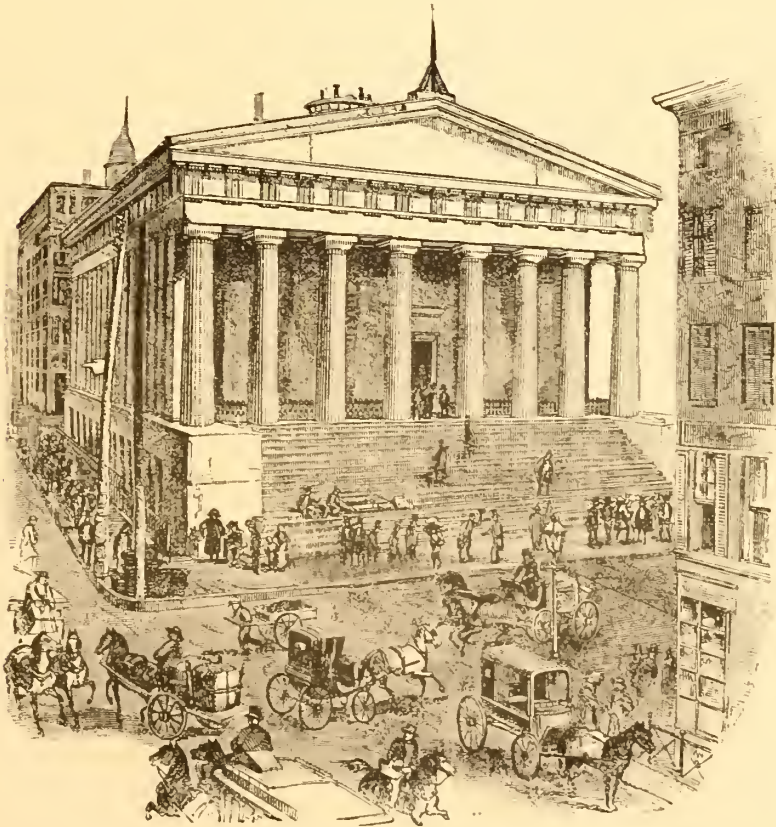


## HUDSON-FULTON CELEBRATION

and fifty-five dollars, and the exports fourteen thousand nine hundred and twenty-four dollars; in 1626, the imports were eight thousand four hundred and ninety-four dollars, and the exports about nineteen thousand dollars; in 1627, the imports were twenty-three thousand four hundred and four dollars, and the exports five thousand and ninety-two dollars; in 1631, the last year of Minuit's government, the imports were about twenty-three thousand dollars, and the exports twenty-seven thousand two hundred and four dollars.

Governor Minuit was recalled from the government, and was succeeded by Wouter Van Twiller, who was in charge of the colony until 1638, when he was succeeded by William Kieft, who became unpopular and was recalled and Peter Stuyvesant became the fourth governor. He had previously been the director of the Dutch colony at Curacoa, and having become involved in a dispute with the neighboring Portuguese settlement on the island of St. Martin, he laid siege

The Dutch  
Governor of  
New Amsterdam

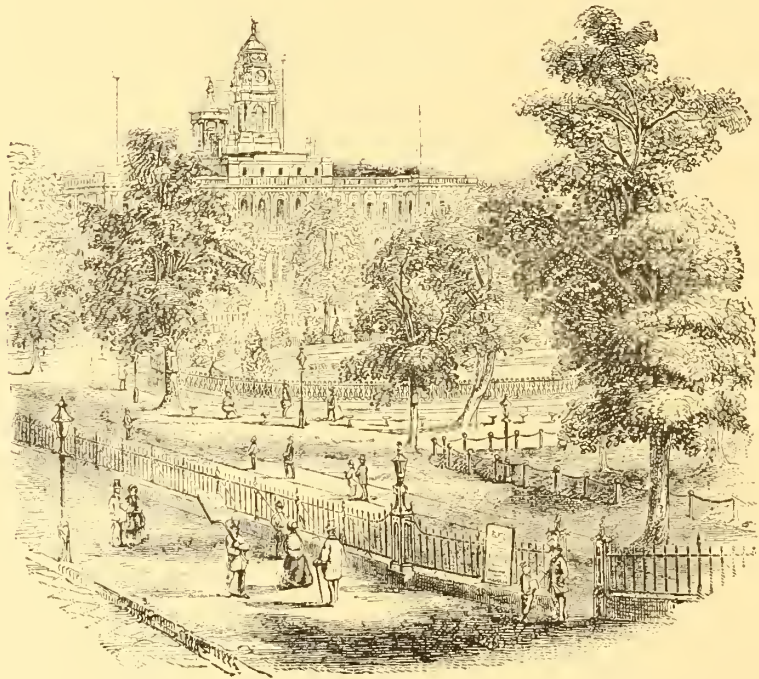


CUSTOM HOUSE

## HISTORICAL SOUVENIR

to the capital, and in the course of his operations at that place, was wounded in the knee, so severely as to make amputation necessary, his lost limb being supplied with a wooden one. Stuyvesant was a man of great force of character, and probably the most fitted, of any of his predecessors, to conduct the affairs of a remote settlement, where the machinery of government was necessarily of a very inadequate character to control and keep in order the elements of a society whose interests were manifestly in conflict with those of the trading company which exercised the functions of government. Like those of his predecessors, his administration was one of disputation, opposition and turmoil between the governors and the governed; but the arbitrary character of Stuyvesant carried him vigorously through.

In the year 1664, the city having capitulated to an English force, Governor Stuyvesant visited Europe to confer with his superiors. He returned to this city in the year 1668, and lived here for the four succeeding years, on his farm or "Bouwery." He died in the year 1671, and was buried at his chapel in the Bowery, or present St. Mark's Church.

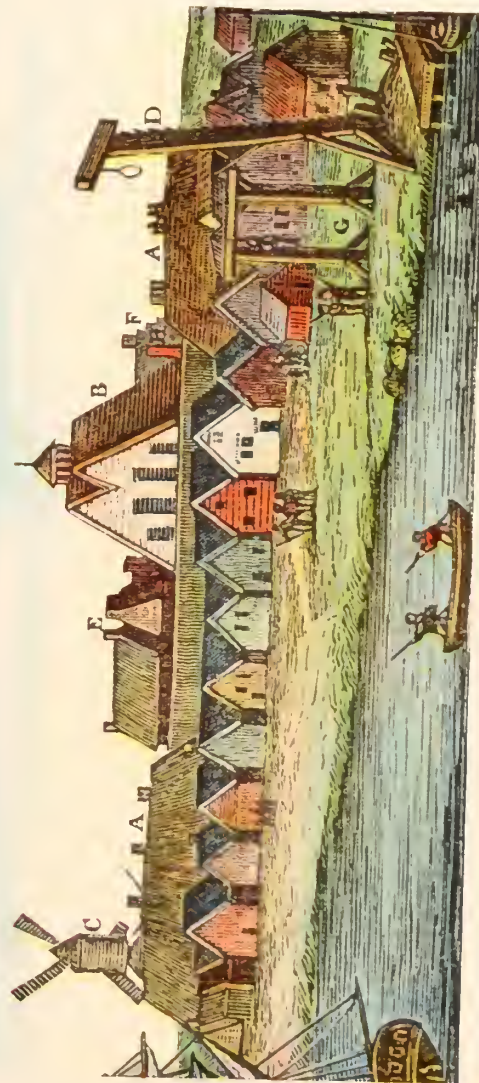


EARLY VIEW OF CITY HALL AND PARK



# Old New York, 1659

A—the fort, B—the church, C—the wind-mill, D—the flag, which is hoisted when vessels arrive in port, E—the prison, F—the house of the general, G—the place of execution, H—the place of expose or pillory.





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## CHAPTER THE FIFTH

# UNDER ENGLISH RULE THE CITY BECOMES NEW YORK AND THE DUTCH FORM OF GOVERNMENT IS SUPERSEDED

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**A**FTER the surrender of the city to the English in 1664, Colonel Richard Nichols, who held a commission from the Duke of York, became governor. In order to eradicate all vestige of the former power, he confiscated the property of the West India Company, but did not interfere with the established magistracy until June 12, 1665, when deeming the time to have arrived when the English form of government could be introduced, without interfering with the sensibilities of his Dutch subjects, he by proclamation changed the name of the city to New York, and "revoked and discharged the form and ceremony of this, his Majesty's town of New York under the name or names, style or styles, of Schout, Burgomaster or Schepens."

The Dutch Form  
of Government  
Is Superseded

English form of Municipal Government was installed and the first commission issued under the new regime was on the same day the government was changed. It provides "that the inhabitants of New York, New Harlem, with all other his Majesty's subjects and inhabitants upon this island, commonly called and known by the name of Manhattan Island, are and shall forever be accounted, nominated and established as one body politic and corporate, under the government of the Mayor, Aldermen and Sheriff," and appoints, for one whole year, commencing from the date thereof, certain persons as such magistrates; "giving and granting unto them, or any four of them, of whom the Mayor or his deputy to be always one, and upon equal division of voices, to have always the casting and decisive voice, full power to rule and govern, as well all the inhabitants of this corporation, as any strangers, according to the general laws of this government, and such peculiar laws as are, or shall be thought convenient and necessary for the good and welfare of this his majesty's corporation; and also to appoint such under officers, as they shall judge necessary, for the orderly execution of justice," enjoining all persons to obey their lawful orders.

This was a more specific grant of powers than had hitherto been vested in the town magistrates, and has been called Nichols' Charter. The bench of civic functionaries received the fostering care of the Duke of York, and assumed many of the forms and ceremonies of municipal corporations in England. In the year 1670, the Duke sent the members seven gowns, to be worn on state occasions, and a mace, to be carried by a mace-bearer at the head of

their processions. A seal of the city was also presented to the corporation at the same time. A city livery was worn by beadles and other subordinate officers, the colors being blue tipped with orange.

During the term of Col. Francis Lovelace, the second English governor of the province, there was established a meeting for merchants on Fridays between the hours of eleven and twelve near the bridge which crossed the sewer, near the foot of Broad Street. This was the site of the future exchange.

During the war between England and Holland, the Dutch availed themselves of the opportunity to endeavor to regain their lost province, and fitted out a squadron of five ships to sail against New York. On the 29th of July, 1673, the hostile fleet appeared off Sandy Hook and efforts were made to beat up recruits for the defence of the city. The effort was unavailing; the settlers in the country refused to aid, while the city volunteers, who themselves were Dutch, went to work to spike the guns, and to render all possible assistance to the enemy. The fort contained but about fifty soldiers, most of whom were ignorant of the art of war, and the city was in a defenceless condition. The ships, meanwhile, quietly sailed up the bay, and anchored at Staten Island on the 30th inst.

The ships opened heavy fire on the fort and troops being landed, the garrison surrendered. Having thus secured repossession of the city, the former municipal government was restored by the Dutch, and the name of New Orange was given to the city, and the name of the fort was changed to Fort William Hendrick.

The new Dutch governor knew that the English would not give up the coveted territory without a struggle, and precautions were taken to strengthen the city and enable it to resist attack. Everything assumed a military character. The Commons became the place of general parade. The Schout, at the head of the general militia, reviewed them every day before the stadt-huys at the head of Coenties Slip. Every evening, at six, he received the keys of the city from the officers of the fort, and proceeded with a guard of six men to lock the gates and to place a sentry of citizens at the most exposed points. At sunrise, he went the rounds again, unlocked the gates, and restored the keys to the guard at the fort.

On the 9th of February, 1674, a treaty of peace between England and the States General was signed at Westminster, which restored the country to its former possessors. It was not, however, until the 10th of November of the same year that the city was finally ceded to the English. On that day the fort was surrendered and again became Fort James.

The English form of municipal government was restored and the province thus passed forever from the hands of its Dutch rulers, but many years elapsed before the Holland customs and manners were uprooted and New York became in truth an English city.

The Dutch  
Recapture  
New York

The English  
Again In  
Possession

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## CHAPTER THE SIXTH

# WHAT CONSTITUTED AFFLUENCE IN THE EARLY DAYS AND HOW EUROPEAN LUXURIES WERE INTRODUCED AS THE COLONISTS ACQUIRED WEALTH

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**I**N the beginning of the settlement of New Amsterdam, the people had to adapt themselves to circumstances, and their homes, furniture and apparel were of the rudest kind, but the citizens soon began to enjoy the comforts of affluence according to the standard of the times. This, however, differed materially from that of today—a burgher worth a thousand dollars being then esteemed rich, and his neighbor worth five hundred dollars being in easy circumstances.

As the forests became cleared away, and the colony increased, the style of living experienced a material change. The straw roofs and wooden chimneys were deemed unsafe, and were ordered to be removed; and the settlers com-

**The Modest  
Homes and  
Plain  
Surroundings**



METHODIST CHURCH IN JOHN STREET



## HISTORICAL SOUVENIR

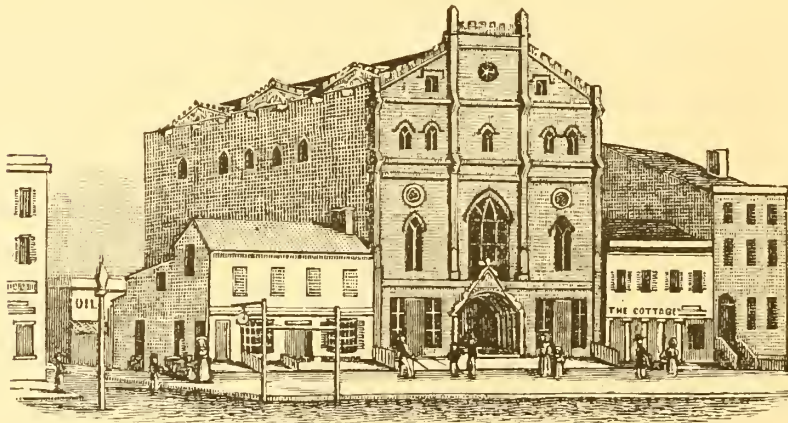
date of their erection inserted in iron figures, facing the street. The roofs were tiled or shingled, and invariably surmounted with a weathercock. Carriages were unknown, and it was not until after the Revolution that these came into general use. Lumber wagons and sleighs were the only modes of conveyance in the old Dutch colony times. In 1696, the first hackney coach was introduced into the city; later, one horse chaises came to be used by the wealthiest inhabitants; but, with one or two exceptions, none but the royal governors aspired to the luxury of a private carriage.

### The Advent of the First Hackney Coach and Carpets

Carpets were almost unknown in the colony up to the period of the Revolution. Now and then, a piece of drugget, ostentatiously dignified by the name of a crumbcloth, was found in the houses of the wealthiest burghers, but even these were not in general use. The snow-white floor was sprinkled with fine sand, which was curiously stroked with a broom into fantastic curves and angles. This adornment pertained especially to the parlor; a room that was only used upon state occasions. The first carpet said to have been introduced into the city was found in the house of the pirate, Kidd, this was merely a good-sized Turkey rug, worth about twenty-five dollars.

The most ornamental piece of furniture in the parlor was usually the bed, with its heavy curtains. Mattresses were as yet unheard of; in their stead was used a substantial bed of live geese feathers, with a lighter one of down for a covering.

The beds and pillows were cased in check coverings: the sheets were of



OLD MASONIC HALL, BROADWAY

## HUDSON-FULTON CELEBRATION

home-spun linen, and over the whole was thrown a patch-work bed-quilt, made of bits of calico cut in every conceivable shape, and tortured into the most grotesque patterns that could possibly be invented by human ingenuity.

In a corner of the room stood a huge oaken, iron-bound chest, filled to overflowing with household linen, spun by the feminine part of the family. In another corner stood the Holland cupboard, with its glass doors, displaying the family plate and porcelain. The latter was rare, and kept for show. Plate was more common and there were few wealthy families that had not their tankards and ladles of massive silver, plated ware being unknown.

Sofas, couches, lounges, and that peculiarly American institution, the rocking-chair, were things unknown. Their best chairs were of Russia leather, profusely ornamented with rows of brass nails, and so straight and high-backed as to preclude the possibility of a moment's repose.

Tables were not yet ranked in the category of ornamental furniture. The round tea-table, indeed, with the leaf turning up perpendicularly, like a Chinese fan, occupied a conspicuous place in the corner of the parlor; but this room was sacred to the social gatherings, so much in vogue among the Knickerbockers, denominated "tea-parties," which may account for its presence. The great, square dining-table, with leaves upheld by extended arms, stood in the kitchen for daily use.

Some half-dozen clocks were to be found in the settlement, with about the same number of silver watches; but as these were scarcely ever known to go, their existence was of very little consequence.

There was no watchmaker in the colony, and time was marked by sun-dials and hour-glasses. It was not until 1720 that corner clocks were imported by the more wealthy, and not until the Revolution that clocks came into general use.

Up to this period there was little use for time-pieces, however, as the lives of the early settlers were so regular as to make their use unnecessary. The model citizen rose at cock crowing, breakfasted with the dawn and went about their usual avocations. When the sun reached the "noon mark" dinner was on the table, and when nine in the evening came they regularly said their prayers, commended themselves to the good St. Nicholas, and went to bed.

Books were rare luxuries, and with the exception of the libraries of the domine and the doctor, bibles and prayer books was the only literature obtainable.

Numerous religious organizations were already in existence, although the Reformed Dutch Church within the walls of the fort was the only place of worship yet erected. The other sects, restrained by the repressive policy of Stuyvesant, were awaiting the advent of a more tolerant government to erect church and chapels of their own.

An outline of the streets of New Amsterdam at the time of the surrender to the English in 1664 will indicate the genealogy of the present streets of the city.

## HISTORICAL SOUVENIR

### The Original Streets of the City

Beginning at the ferry, along the road which led to the water-gate at the eastern extremity of the city-wall, was the Smit's Vly or Valley, so called from a blacksmith's forge on the corner of Maiden Lane and Pearl Street. This road ran along the high water mark, and, consequently, was only built upon one side.

Next came Hoogh Straat, which extended along the river shore, the line of which is marked now by the north side of Pearl between Wall and William streets, and both sides of Stone between William and Broad streets. On the north side of Pearl between Broad and William streets, extending thence along the shore to Wall Street was the Waal or "Sheet Pile Street" built to protect the City Hall, which fronted it on the northwest corner of Pearl Street and Coenties Slip, from the washing of the tides.

Still continuing on the road along the shores of the river was the Water Side, extending along the northern side of Pearl from Broad Street to Whitehall, in front of the old church, erected outside the walls of the fort for Domine Bogardus in the days of Wouter Van Twiller. This terminated in Perel Street, which ran from Whitehall to State Street. About the Battery were a few scattered buildings, among others, the old "White Hall" of Governor Stuyvesant which gave its name to the first named street.

Beginning at the east side of Whitehall above Stone Street, and extending to Heere Straat or Broadway was "T' Marckvelt," afterward Marketfield Street, so called from the Bowling Green which fronted it, and which was then used at stated times for a cattle fair or market. At the western extremity of this street began Heere Straat, the ancestor of the present Broadway, which extended to the west or land gate of the city wall, along the southerly side of which ran Wall Street to the East River.

In the interior of the city, were the Heere graft, the inlet from which sprung the present Broad Street, extending from the river to Beaver Street, and the Prince graft, the continuation of the same from Beaver to Garden Street or Exchange Place, above which was an open common used as a sheep pasture. An open ditch marked the course of Beaver graft to Broadway, and buildings were erected on each side of this.

Beginning at Broad Street and extending through Stone to Whitehall streets was Brouwer or Brewer Street, which took its name from a number of breweries located there. In this street the first stone pavements were laid, and it thus acquired its present name. From the East River to Broadway ran T' Maadge Paatje, or the Maiden's Path.

From the bridge that crossed the inlet at Broad Street, ran Brugh or Bridge Straat, to Whitehall. Beginning in the middle of Bridge Street and running to some street parallel with Whitehall, was Winckel Street, upon which were the company's stores. This is now a single block, and Winckel Street has long ceased to exist. Last of all came Smee Street, on the line of William, between Wall and Pearl streets. These were the original streets and long continued to be ancient landmarks.

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## CHAPTER THE SEVENTH

# THE EARLY WATER SUPPLY; THE POLICE REGULATIONS OF THE DAY; THE BUILDING OF TRINITY CHURCH, AND THE FIRST ATTEMPT TO LIGHT THE STREETS

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**L**IKE all empire builders the early settlers of Manhattan Island learned that the plastic period of their efforts was prolific of dissension and discord. They had defended the city during Indian wars, and threatened invasions, but they became divided by a factional war that retarded the progress of the city and led to the execution of two prominent men who had been leaders of the people against the established government.

After the final occupancy of the city by the English and the ceding of the province to that nation, New York grew more rapidly and commenced to take on the appearance of an early old world city.

All owners of vacant lots or ruinous buildings were directed at once to build upon or improve them under penalty of seeing them sold at public auction. The tanpits in Broad Street were declared a nuisance, and the tanners ordered to remove beyond the limits of the city. They established themselves along Maiden Lane, which was then a marshy valley. A company of four shoemakers, who were also their own tanners, purchased a tract of land bounded by Maiden Lane, Broadway, Ann Street, and a line between William and Gold streets, and set up their business there. Henceforth this became known as "the Shoemaker's Land"; and later, in 1696, when Maiden Lane was regulated, and the land surveyed and divided into town lots, it still retained its original title. The tanners were eventually driven from their locality, and forced to take refuge in the "Swamp," in the vicinity of Ferry Street.

In 1701 several public wells were dug in the city. These were located in the middle of the streets, and were especially designed for security against fires. Water was generally scarce and bad. An occasional spring of sweet water was found, the best one being in the vicinity of the present corner of Chatham and Pearl streets, but the march of civilization had not as yet extended that far.

In 1702 the shipping of the city consisted of three ships, eight sloops, and seven small coasting vessels. During this year the first Admiralty Court was established in the province.

On the 17th of October, 1683, the first assembly convened in the city. It consisted of the governor, ten councillors, and seventeen representatives elected by the people. The first act of the body was to frame a Charter of Liberties, which provided "that supreme legislative power should forever reside in the governor, council and people."

The City's Early  
Water Supply

The Charter of  
Liberty and its  
Provisions



## HISTORICAL SOUVENIR

### New Police Regulation and the Dongan Charter

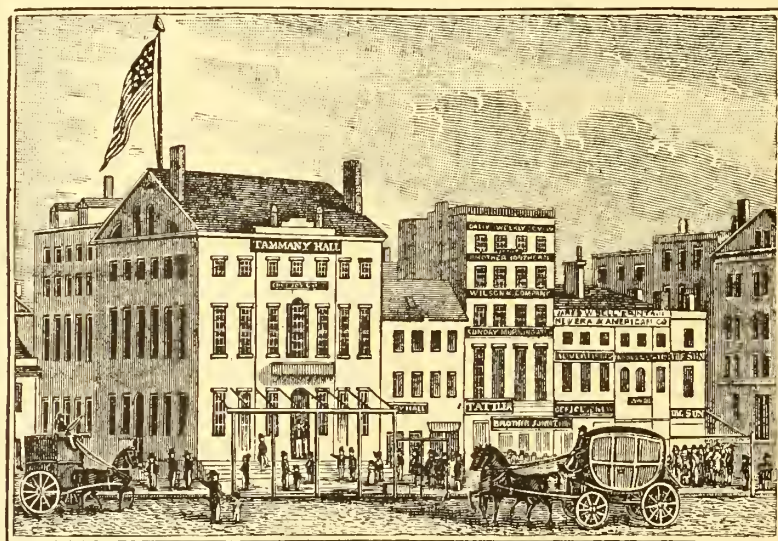
New police regulations were at once established. Sunday laws were enacted; tavern-keepers were forbidden to sell liquor except to travellers, citizens to work, children to play in the streets, and Indians and negroes to assemble on the Sabbath.

On the 8th of December, 1683, the city was divided into six wards.

In 1686, the Dongan Charter was granted to the city. This instrument, which still forms the basis of the municipal rights and privileges of New York, confirmed the franchises before enjoyed by the corporation, and placed the city government on a definite footing. The governor retained the appointment of the mayor, recorder, sheriff, coroner, high constable, town clerk, and clerk of the market in his own hands; leaving the aldermen, assistants, and petty constables to be chosen by the people at the annual election on St. Michael's Day.

In the same year, the city received a new seal from the home government. This still preserved the beaver of the Dutch with the addition of a flour-barrel and the arms of a windmill in token of the prevailing commerce of the city. The whole was supported by two Indian chiefs, and contained the motto: *Sigillum Civitatis Novi Eboraci*.

About this time Water Street was extended from Old Slip to Fulton Street, and Pine, Cedar, and the neighboring streets were laid out. Two markets for meat were established, the one in Broadway, opposite the fort, and the other at Coenties Slip; and no cattle were permitted to be slaughtered within the city gates.



VIEW OF TAMMANY HALL AND ADJOINING BUILDINGS, 1833



## HUDSON-FULTON CELEBRATION

The city determined to assume the support of the public paupers, and each alderman was ordered to make a return of the poor in his ward. Every citizen was directed to keep the street clean before his door.

In the same year, it was decided to build another church up-town, and the officers of the church of St. Nicholas purchased a building-lot in Garden Street, now Exchange Place, 125 feet front by 180 feet rear, for which they paid a hundred and eighty pieces of eight, on which a church was soon after erected.

A pillory, cage, whipping-post, and ducking-stool were set up in the vicinity of the City Hall, and hither were brought all vagrants, slanderers, pilferers, and truant children to be exposed for public show or chastisement.

In 1693 William Bradford, a Philadelphia printer, located in this city, and established the first printing press here. He was at first employed by the city authorities to print the corporation laws, and on the 16th of October, 1725, he issued a weekly newspaper on a small foolscap sheet, with the following heading: "New York Gazette from Monday, Oct. 16th to Oct. 23d, 1725."

**The First  
Newspaper  
Published**

In 1696, Trinity church was begun under the provisions of this act, and was completed and opened for worship on the 6th of February of the following year by the Rev. William Vesey. The church was a small square edifice, with a very tall spire. A pew in it was appropriated to the mayor and common council, and a sermon was annually preached to them on the day of the city election. In 1703, a cemetery was donated it by the corporation, on condition that it should ever after be kept neatly fenced, and that the burial fees should not exceed eighteen pence for children and three shillings for adults; and so great was the immigration into this city of the dead, that, at the period of the Revolution, its inmates numbered more than a hundred and sixty thousand. The old graveyard of the Dutch burghers in Broadway above Morris Street had, in 1677, been cut up into four building lots, and sold at auction to the highest bidder. In 1703, the King's Farm was granted to the church by Queen Anne, thus becoming the celebrated Trinity church property. The church was enlarged in 1735, and again in 1737, to meet the increasing wants of the congregation, and thus remained until it fell a victim to the conflagration of 1776, which laid waste the greater portion of the city. It lay in ruins until 1788, when it was again rebuilt, and consecrated by Bishop Provost in 1791. In 1839, it was again demolished to make room for the present edifice, which was opened in 1846.

**The Building of  
Trinity Church**

The parish was afterward made to include St. George's in Beekman Street erected in 1752; St. Paul's in Broadway, erected in 1766; St. John's in Varick Street, erected in 1807, and Trinity Chapel in Twenty-fifth Street, between Broadway and Sixth Avenue, erected in 1854, all chapels dependent upon Trinity as the parish church.

In 1696 a contract was made for cleaning the streets at thirty pounds sterling per annum—a work which had hitherto been done by the citizens themselves, every man being required to keep the street clean before his own door.

## HISTORICAL SOUVENIR

### The First Attempt to Light the Streets

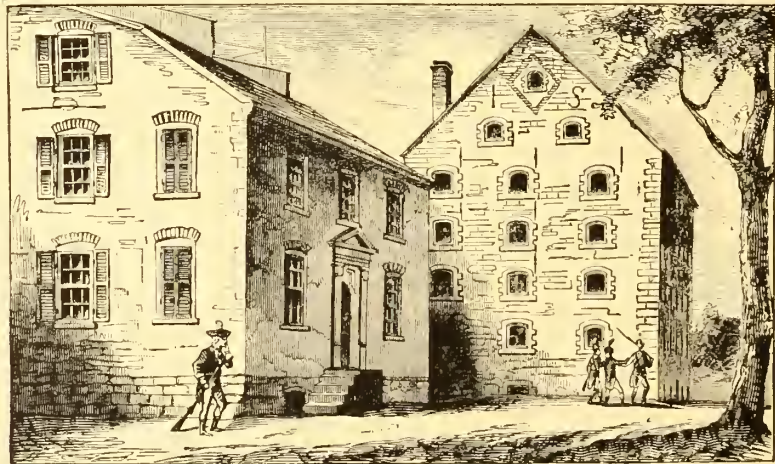
In 1697, the first attempt at lighting the streets was made. This was done by hanging out a lantern and candle upon the end of a pole from the window of every seventh house, on the nights when there was no moon; the expense being divided equally among the seven houses. The first regular night watch, consisting of four men, was established during the same year.

Two persons in each ward were also appointed by the corporation to inspect every chimney and hearth once a week, the better to secure the city against fire. At this time the city numbered six hundred houses, and about six thousand inhabitants. This showed a substantial increase as the census of 1680 had shown two hundred and seven houses and a population of but two thousand.

Public scavengers were employed to clean the streets, and all persons were directed to pave before their houses under penalty of a fine of twenty shillings. A hospital was established for the poor in a house hired for the purpose—no institution of the kind was built until three-quarters of a century after.

Hitherto, there had been no free grammar school in New York. Various private schools had been set up from time to time under the supervision and with the permission of the government, and there had been a flourishing classical school in the days of Stuyvesant. Owing to the frequent changes in the government and the internal disorder of the city, this had been broken up, and at this time education was at a very low ebb in the city. At length the corporation took the matter in hand, and, at a meeting resolved that there ought to be and must be a free grammar school in the city, but it was 1705 before the first one was established.

In strong contrast to the quiet life of the Dutch was the appearance of



RHINELANDER'S SUGAR HOUSE  
Used as a Prison During the Revolution.

## HUDSON-FULTON CELEBRATION

rowdyism in 1711. At this time a gang of men and boys amused themselves by taking midnight rambles, and throwing stones at the windows of houses. The evil was finally checked by the authorities, and was not repeated for several years.

In 1712 Broadway was levelled above Maiden Lane, and speculators began to look forward to an increase in value of the uptown lots.

In 1726 the Middle Dutch Church was erected at Nassau and Liberty, then Crown Street. This edifice was destined to play an important part in the city's history. During the Revolution it was converted into a prison, where 3,000 Americans were confined, and was subsequently used as a riding school by the British cavalry. It afterward became the general postoffice.

**A Historic  
Old Church**

During the year 1729 a stage line was established between New York and Philadelphia, to run once a fortnight during the winter months.

During the same year a library of 1,622 volumes was presented to the city for a public library. This was added to by other donations, and a charter secured, but the whole collection fell into the hands of the British during the Revolution, and the choice and valuable collection was almost entirely destroyed. In 1783 the charter was revived, and the first public library became a permanent institution.

**The First Public  
Library**

"The Swamp," in the vicinity of Ferry Street, a low piece of ground, covered with tangled briars, was sold in 1734 for two hundred pounds to Jacobus Roosevelt, who laid out the plot into fifty lots and established several tanneries on it. This was indicative of its future destiny, for it has ever since remained the seat of the leather business of New York.

On the west side of Broadway above Trinity Church was the King's Arms Tavern, the principal inn of the city. Its grounds were extensive, running down to the river and stretching a considerable distance along Broadway. North of this were the estates of Van Cortlandt and Dey, and above these the old King's Farm, which had originally been the property of the Dutch West India Company, then, falling, in 1664, into the hands of the English captors, had been increased by the purchase of the estate of Aneke Jans, and had afterward been presented to Trinity Church by Queen Anne. In 1720, the southern part of this farm was surveyed and laid out into streets which were named in honor of the various church dignitaries. At this time, Broadway extended no further than its junction with Chatham Street.

In 1731, the city was divided into seven wards. In the same year, the first steps were taken toward organizing a Fire Department on a permanent basis. Hitherto, the means for extinguishing fires had been of the most primitive kind—a few leather buckets, a couple of fire-hooks and poles, and seven or eight ladders constituting the sum total. In the early part of the eighteenth century, fire engines were successfully introduced into England, and in 1731, the corporation of New York resolved to import two for the use of the city. In 1736, an engine-house was built in Broad Street, and in 1737 a Fire Department was organized, twenty-five members being enrolled, who in consideration of their

**The Fire  
Department  
Organized**

## HISTORICAL SOUVENIR

services were exempt from military duty or serving as constables, jurors or surveyors of highways.

### The Origin of Newspaper Controversy in New York

The first newspaper controversy ever carried on in this city was between the *New York Gazette*, the paper established by Bradford, and the *New York Weekly Journal*, first issued in 1733, by John Peter Zenger, who had learned his trade from Bradford. The issue was a dispute between Governor Van Dam and William Cosby, his successor in office.

The papers took different sides, and Zenger was finally tried for liable. After an exciting trial he was acquitted and the freedom of the press established.

As the result of the negro plot of 1741, at which time many buildings in the city was burned, fourteen negroes were burnt at the stake, and eighteen hanged. Four whites were also executed.



JOHN JAY

From Original by Stuart.



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## CHAPTER THE EIGHTH

# THE ESTABLISHMENT OF KINGS COLLEGE, NOW COLUMBIA UNIVERSITY; STARTING OF THE FIRST MERCHANTS' EXCHANGE, AND THE EVENTS OF THE REVOLUTION

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**I**N 1744 a lottery was established to raise funds for the establishment of King's College, afterward Columbia College, but it was ten years before the necessary funds were raised. Doctor Johnson, the Episcopal minister at Stratford, Connecticut, had already been invited to fill the president's chair of the new institution, and Mr. Whittlesey, the Presbyterian minister at New Haven, was chosen as vice-president. By the provisions of the charter, however, none but Episcopalians were made eligible as presidents—a regulation which occasioned much ill-feeling among the dissenters. The Presbyterians used every effort to break down the college, and the city journals joined in the controversy. William Bradford had died in the city in 1752, at an advanced age, and the *Weekly Journal* had been discontinued in the same year. In January, 1743, James Parker, an apprentice of Bradford, had commenced a new weekly called the *New York Gazette or Weekly Postboy*, and this speculation proving successful, had published a monthly styled the *American Magazine and Historical Chronicle*, in October of the same year. The *Weekly Mercury*, the government organ, was published by Hugh Gaine at his office opposite the Old Slip Market. These falling into the hands of the Episcopalian party, the Presbyterians established a new journal in 1753, called the *Independent Reflector*, in which their side of the college controversy was fully argued. The Episcopalians, however, prevailed and long retained control of the institution. The disputes were preparatory to the founding of the college; the corner-stone of the building being laid in 1756.

How Columbia  
College  
Was Started

In 1752 the first Merchants' Exchange was erected at the foot of Broad Street and in 1754, a scheme for the foundation of a public library was first projected. Considerable money was raised by subscription and the following autumn the first books arrived and were deposited in the City Hall.

In 1754 the "Walton House," at that time the palace of the city, was built in Pearl Street, by William Walton, a merchant who had amassed a fortune in foreign trade. The house was furnished luxuriously for the period and was quoted in England as the proof of the folly and mad extravagance of the colonists and their ability to support taxation.

The house was built of yellow Holland brick, with five windows in front and a tiled roof encircled with balustrades. The garden extended to the river and was beautifully laid out. This house was afterward the scene of the marriage of Citizen Genet, the minister of France, to the daughter of Governor Clinton.

## HISTORICAL SOUVENIR

In 1755 a ferry was established between New York and Staten Island, which now possessed a considerable population. During the same year Peck Slip was opened and paved.

War having again been declared between England and France, the fortifications were strengthened, volunteers enlisted, and a thousand stand of arms ordered for the defence of the city in the event of an invasion. On the 2nd of September, Sir Charles Hardy, the newly appointed governor, arrived in the city, and was proclaimed the next day at the City Hall with the usual ceremonies. Hardy was an admiral in the English navy, and knew far better how to steer a ship than to guide the affairs of a turbulent province. But a knowledge of the science of government was deemed altogether superfluous in these officials by the English Court, even Pitt, the so-called friend of America, afterward saying in Parliament, "There is not a company of foot that has served in America out of which you may not pick a man of sufficient knowledge and experience to make a governor of a colony there." Such was the estimation in which the intellect of the colonial subjects was held by the mother country.

About 1761 a theatre was opened in Beekman Street but the Assembly frowned on this as detrimental to good morals, and the mayor attempted to obtain the passage of a law prohibiting all dramatic performances within the precincts of the city. Failing in this, the corporation turned their attention to the amusement of raffling, which had grown quite common among the boys and negroes, and interdicted it with all similar games of chance, under penalty of a fine of three pounds, half to be paid to the churchwardens and half to the informer. A variety of municipal ordinances regulating weights and measures, markets and docks were also passed, indicative of the constantly increasing prosperity of the city, which now numbered about fourteen thousand inhabitants. Its streets were constantly encroaching on the waste land, public edifices were springing up here and there, and the spirit of commercial enterprise was fast gaining ground, despite the harsh restrictions imposed upon colonial commerce by the arbitrary Board of Trade.

The old plan of lighting the streets by lanterns suspended from the windows was now definitely abandoned, and public lamps and lamp posts were erected in the principal streets and lighted at the public expense. Laws were passed regulating the prices of provisions and a comparison with the prices of today will show why the frugal colonists could save money. Beef was sold at four pence half penny per pound; pork at five pence half penny; veal from four to six pence and milk at six coppers per quart. A loaf of bread weighing one pound twelve ounces sold for six coppers.

In 1764 Sandy Hook lighthouse was lighted for the first time. About the same time, a ferry was established between Paulus Hook, now Jersey City, and Miesier's Dock, just opposite on the New York shore; a convenience which had long been needed, and which proved a great accommodation to the people of New

**How Early  
Amusements  
Were Frowned  
Upon**

## HUDSON-FULTON CELEBRATION

Jersey. Another ferry was also established between Staten Island and Bergen. Considerable improvement, indeed, had been made in travelling arrangements; a mail went regularly twice a week from New York to Philadelphia and packet-boats and stages plied between the same places, making the journey in the space of three days. The packet-boats ran from the Battery to Perth Amboy, where a stage-wagon received the goods and passengers and conveyed them to Burlington. Here they were again transferred to a packet-boat, and thus at length reached the place of their destination. The journey was also frequently performed by crossing the bay in a scow to Staten Island, and thence to the Jersey shore, then taking the inland route across the intermediate rivers to the Quaker City. Another route was now established by the way of Paulus Hook, whence travellers made their way over the Jersey marshes to the Hackensack River, and blowing a horn, which hung against a tree, summoned a ferryman to carry them across the stream; then, journeying in short stages to the Passaic, the Raritan, the Delaware, and the Schuylkill, were ferried across in the same primitive manner, and arrived in three days at Philadelphia. Such were the simple modes of travelling in the olden time.

**The Mode  
of Travel  
Between  
Nearby Ports**

During the same year, 1764, the John Street Methodist Church was erected. Several new streets were opened and regulated at about the same time, among others, Cliff Street and Park Place. For the better prevention of fires, an ordinance was passed directing that all the roofs in the city should be covered with slate or tiles. For some years, however, tiles alone were used, the first building roofed with slate being, it is said, the City Hotel in Broadway, erected about 1791.

In the days preceding the Revolutionary War relations between the colonists and the mother country had become greatly strained. The truth is that Great Britain contemptuously regarded the colonists as rich barbarians, the chief end of whose existence was to furnish an ample revenue to the mother-country. Their interests were wholly disregarded in the government councils, and the restrictions imposed upon them were rigorous in the extreme. The English parliament claimed the right of regulating the trade of the colonies, and, under cover of this pretext, levied heavy duties upon imports, ostensibly for the purpose of defraying custom-house expenses, and, at the same time, sedulously suppressed all attempts at home manufactures. By a series of navigation acts, the colonists were forbidden to trade with any foreign country, or to export to England any merchandise of their own in any but English vessels. The country was full of iron, but not an axe or a hammer could be manufactured by the inhabitants without violating the law. Beaver was abundant, but to limit its manufacture, no hatter was permitted to have more than two apprentices, and not a hat could be sold from one colony to another. Of the wool which was in such abundance not a yard of cloth could be manufactured except for private use, nor a pound exported from one town to another; but the raw material must all be sent to England to be manufactured there, then to come back as imported cloths, laden with heavy duties. Imposts were also levied upon sugar, molasses, and all articles of foreign luxury imported into the colonies, and America was, in fact, regarded only as a place from which to raise money.

**England's Early  
Restrictions On  
Commerce**

## HISTORICAL SOUVENIR

In 1763 the English government decided to raise a permanent revenue from the colonies by taxing various articles of foreign produce and establishing stamp duties in the Anglo-American possessions.

### The Imposition of the Stamp Act

Two years later the execrable act was finally passed and the news of its arbitrary enactment fell like a thunderbolt. Steps to resist its enforcement were at once taken and the papers of the day were filled with inflammatory articles. Handbills were circulated among the people, and the *New York Gazette or Weekly Post Boy* was active in opposition to the measure. The troubles finally led to open hostilities between the colonists and the British troops, and these were only ended with the final repeal of the act.

Through the whole of the eventful Stamp Act epoch, the Assembly of New York stood true to the interests of the country, and to its bold protests against the enactment of the odious Stamp Act, its determined attitude in the struggle which ensued, and, most of all, its earnest advocacy of the union of colonies, may be attributed much of the almost miraculous success which attended the coming struggle for independence.

During the period immediately preceding the Revolution, things were remarkably quiet in the city. Complete stagnation prevailed, public improvements were totally neglected, and the people thought only of resistance to oppression. Commerce, indeed, was partially resumed, but the use of tea had become obsolete in the city, and any citizen who would have dared to introduce it on his table would have been branded at once as a traitor to his country.

### Founding of the New York Hospital

The only edifice of any consequence erected in the city from the building of the Brick Church in Beekman Street, in 1768, to the close of the Revolution was the New York Hospital, the corner-stone of which was laid by Governor Tryon on the 2d of September, 1773. The site at this time was far out of town, and any one would have been considered visionary, indeed would have been visionary, to suggest the possibility that the city might one day crowd upon its ground. The hospital occupied a five-acre plot and was built at a cost of \$18,000. It was used as a barracks during the war, and after the evacuation in 1783 was restored to its original use, and opened for the reception of patients in 1791.

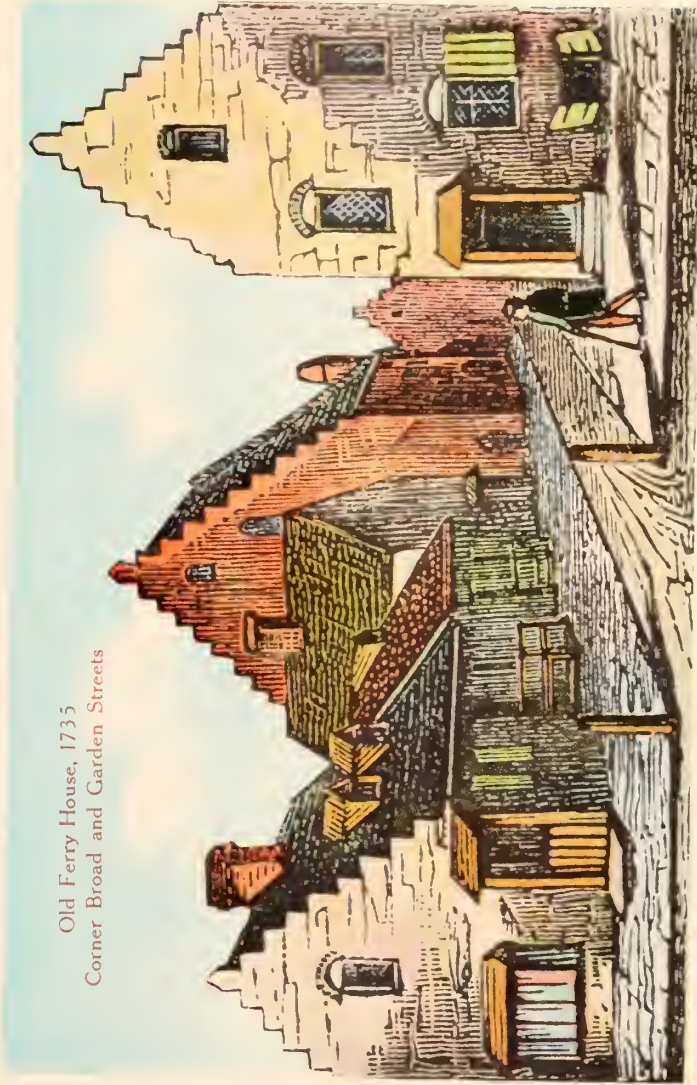
New York City played an important part in the stirring events of the War of Independence. It had been strongly fortified to resist capture by the English forces, but soon succumbed, and the British flag flying over the fort bore token of the undisputed British sovereignty of the Island. The city now lay prostrate in the hands of its captors and became thenceforth the headquarters of the British Army in America and the residence from time to time of its principal officers.

### The British Occupation of the City

The city became a city of prisons. Every available building was transformed into a dungeon for the soldiers of the American army. The pews of the North Dutch Church in William Street were torn out and used for fuel; a floor was laid from one gallery to another, and eight hundred prisoners were incarcerated within its walls. Here they were allowed neither fuel nor bedding, their provisions were scanty and of the poorest quality, and many died from cold and starvation.



Old Ferry House, 1735  
Corner Broad and Garden Streets





## HUDSON-FULTON CELEBRATION

The Brick Church in Beekman Street was at first used as a prison, then converted into a hospital for the sick among the prisoners. The Friends' Meeting-house in Pearl Street and the Presbyterian Church in Wall Street were also used as hospitals, and the French Church in Pine Street was transformed into a depot for military stores.

The Middle Dutch Church, afterward the Postoffice, was also stripped of pulpit and pews, and made to furnish room for three thousand prisoners.

On the 21st of September, 1776, while Howe's troops were still stretched in a cordon across the island, in readiness to fall upon the army of Washington, encamped upon the heights on the opposite side of Harlem Plains, a fire occurred, which reduced the greater portion of the city to ashes. The conflagration broke out in a small wooden grog-shop near Whitehall Slip, whence it swept rapidly up Broad and Beaver streets to Broadway, and thence consumed all the western part of the town. The progress of the flames was at length stayed by the college grounds at Barclay Street; but ere this was done, five hundred houses fell in ruins to the ground. Trinity Church and the neighboring Lutheran chapel, on the site of the future Grace Church, were destroyed, while St. Paul's Church was only saved by the unremitting exertions of the citizens, who mounted on the roof and extinguished the flakes of fire as they fell. No engines were at that time in the city, and the people could only stand idly by and witness the work of destruction.

**New York's  
First Large  
Conflagration**

Much of the burned district has been covered with small wooden houses, tenanted by the lowest class of society. Driven from their wretched homes by the fearful conflagration, and not knowing where else to find shelter, the miserable inmates tacked sheets of canvas to the remnants of charred walls and standing chimneys, thus forming a city of tents, in which they bivouacked, despite the inclemency of the weather, and the spot henceforth became known as Canvastown—a sort of progenitor of the old Five Points, the one-time haunt of crime and misery.

On the 9th of August, 1778, the second great fire broke out in the city. It commenced in Dock, now Pearl Street in the vicinity of Broad Street, and raged with violence for several hours, consuming three hundred houses on the eastern side of the city. The fire companies had been disbanded during the revolutionary struggle, and the military charged themselves with extinguishing the fire; but, inexperienced in the work, they accomplished but little.

Scarcely had the flames been quenched when a new calamity occurred. The Morning Star powder-ship, which was anchored in the East River, was struck by lightning during a violent thunder-storm; and so terrific was the explosion that the houses along the shore were unroofed by the shock, the windows shattered, and the furniture demolished.

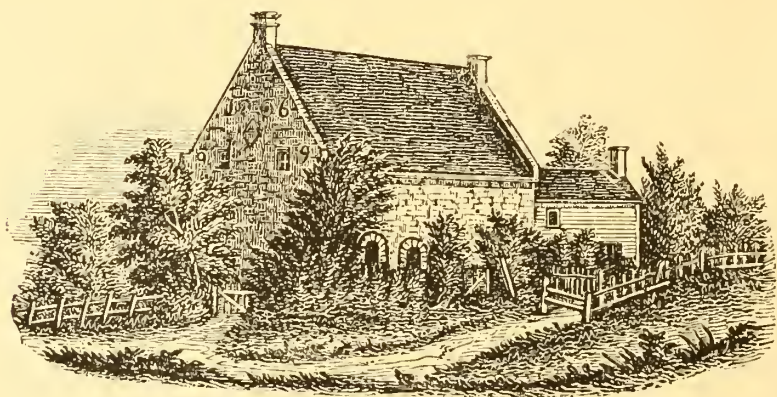
New York's revolutionary troubles were ended in 1783, when Great Britain by treaty recognized the independence of the United States. On the 3rd of November of that year, the Continental Army was disbanded and on the 25th of the

Washington's  
Entry Into  
the City  
After the War

same month General Washington entered the city of New York by the Bowery, then the only road, while, at the same time, the British troops evacuated the city and, entering the ships that lay anchored in the harbor, unfurled their sails and slowly sailed down the bay. The American militia, under the command of General Knox, immediately took command of the fort, the stars and stripes for the first time were unfurled from its walls a triumphant salute was fired by the corps of artillery, and, after a seven years' foreign occupation, New York was again in possession of her citizens.

General Washington lingered a few days, fixing his headquarters at Fraunces' or Black Sam's Tavern, as it was familiarly called in allusion to the swarthy complexion of its proprietor, on the corner of Pearl, then Queen, and Broad streets where at noon, on the 4th of December, his officers assembled to bid him farewell.

The next few years wore away with little event. Commerce, so long depressed, slowly revived, and public improvements were again talked of: but, though much was projected, little was done till the beginning of the next century. The city was forced, as it were, to begin life anew; her trade was ruined, her treasury empty, her people even yet divided among themselves. Feuds were existing everywhere, the effect of the recent war. The patriots returned from their long expatriation with their hearts full of bitterness against those—and they were many—who had clung to the royalist side and remained in possession of their homes during the days of trial; while the latter indulged in bitter invectives against the newly-established government, which, in many instances, had confiscated their estates, and branded them by its success as traitors to their country. New York was suffering from all the evils which a seven years' foreign oc-



WASHINGTON'S QUARTERS AT GOWANUS, BROOKLYN



## HUDSON-FULTON CELEBRATION

cupation could inflict upon a city, but the spirit of public improvement soon revived and the city began to grow apace. The population was now about 23,000.

In 1790 the first sidewalks in the city were laid on Broadway from Vesey to Murray Street. These were narrow pavements of brick and stone, scarcely wide enough for two persons to walk abreast.

The need of street numbers had been for some time rendered apparent by the increasing growth of the city, and in 1793 the corporation appointed a committee to prepare and report a feasible system. This was done, and the proposed method, beginning at the next house in every street terminating at either of the rivers, at the intersection of the main street next the river, and numbering all houses below these intersecting streets, beginning with No. 1, looking upward in all the main streets and downward in all the slips, and so on to the end of the street or slip, was adopted by the corporation.

On the 13th of September, 1789, the adoption of the United States Constitution was publicly declared, and New York was selected as the seat of the general government. The City Hall in Wall Street, in which the Continental Congress had been accustomed to meet, was falling to decay, and the exhausted city treasury furnished no means wherewith to make the necessary repairs. In this emergency, a number of wealthy gentlemen advanced the requisite sum; the Hall was remodelled under the direction of Major L'Enfant, and placed by the corporation at the disposal of the general government. On the 4th of March, 1789, the day appointed for the assembling of Congress, bells were rung and cannon fired, and the hall was thrown open for the expected session; but only a handful of the members made their appearance. Unable to transact business in the absence of a quorum, they issued a circular letter to their colleagues—and waited. Their patience was put somewhat severely to the test. The roads were bad, railroads and steamboats unknown, packets and stages few, and punctuality, withal, regarded as a thing of minor importance; and it was not until the 6th of April that enough straggling members had assembled to constitute a quorum, and enable the body to declare the result of the election, which resulted in the selection of George Washington for President and John Adams for Vice-President.

**New York  
Becomes the Seat  
of National  
Government**

Elaborate arrangements were made for the inauguration, but as Federal Hall was not yet furnished, Congress prescribed that the ceremony take place in the open air, and for this the outer balcony looking down on Broad Street was selected and April 30th fixed as the date. The ceremony was simple and impressive and President Washington and his wife quietly took up their residence here, occupying a house on Cherry Street, afterward removing to the Mascomb House, No. 39 Broadway, where he continued to reside during his stay in New York.

The century closed with a panic due to the breaking out of the yellow fever. The whole community was panic-stricken and all who could fled the city. The stores were closed, the business streets deserted, and for many weeks the hearses that conveyed the victims of the pestilence to their last homes were undisputed possessors of the streets of the city. Most of the churches were closed; Trinity,

## HISTORICAL SOUVENIR

Christ's Church in Ann Street, and the Methodist Chapel in John Street alone remaining open. The Postoffice was removed to the house of Dr. James Tillary, on the corner of Broadway and Wall Street, and the citizens came down for their letters from their retreats at Greenwich and Bloomingdale between the hours of 9 A. M. and sundown, the time at which the physicians pronounced it safe to visit the city. The greatest suffering prevailed, and contributions of money, provisions, and fuel poured in from the neighboring States for the relief of the poor, thus deprived of employment, and hourly threatened with the death from which their poverty forbade them to flee. From the breaking out of the pestilence to the beginning of November, when it ceased, the deaths amounted to 2,086, exclusive of those who had fled the city; and this from a population of fifty-five thousand. Strangely enough, not a single case occurred on the Long Island or Jersey shores. The fever lingered in the city for several years, breaking out with violence at intervals, yet at no time did its ravages equal those of '98.



FIRST ENGLISH SEAL  
OF THE PROVINCE

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## CHAPTER THE NINTH

# THE ESTABLISHMENT OF MUNICIPAL INSTITUTIONS, SOCIETIES, CHURCHES OF THE VARIOUS DENOMINATIONS, THEATRES AND OTHER PLACES OF AMUSEMENTS

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**I**N 1801 the city, though the metropolis of the western world, was a mere village in comparison with the city of today. The city proper was bounded on Broadway by Anthony, on the North River by Harrison, and on the East River by Rutgers streets; and even within these limits, the houses were scattering, and surrounded by large gardens and vacant lots. The farmhouses on Bowery Lane extended as far as Broome Street; the fields and orchards on either side reaching from river to river. From the Battery to Cedar Street, Greenwich Street was the outside street on the shore; there, Washington Street had been commenced and partly built upon one side to Harrison Street, where it terminated abruptly in the River.

Above Broadway was a hilly country, sloping on the east to the Fresh Water Pond, not yet quite filled in from the surrounding hills, and descending on the west to the Lispenard Meadows, dotted with the picturesque country seats of wealthy citizens. A high hill at the junction of Broadway with Anthony Street descended precipitously to the arched bridge at Canal Street, thus forming a valley, to the north of which rose another high hill, falling off abruptly to a pond in the space between Broome and Spring streets, through which Broadway was filled up and prolonged.

At this time, Broadway ended at Astor Place, where a pale fence, stretching across the road, formed the southern boundary of the Randall Farm, afterward the endowment of the Sailor's Snug Harbor. The Old or Boston Post Road ran eastward from Madison Square, and wound its way by a circuitous route to Harlem. The Kingsbridge or Bloomingdale Road, a continuation of Bowery Lane, extended by the way of McGowan's Pass and Manhattanville to Kingsbridge and thence to Albany. From the Bloomingdale Road, "Love Lane," now Twenty-first Street, ran westward to the North River. On the site of Washington Square was the new Potter's Field, lately removed from its original locality at the junction of the Greenwich and Albany roads, where it had been established in 1794, the authorities deeming it "too near the public thoroughfares."

Public gardens were at this time favorite institutions, and were scattered in profusion over the city. On the shores of the North River in the village of Greenwich were the Indian Queen's and Tyler's, both favorite places of resort.

The Public  
Gardens  
of the Day

## HISTORICAL SOUVENIR

On the west side of the Bowery in the vicinity of Broome Street, was the celebrated Vauxhall Garden—not the original Bowling Green Garden, afterward Vauxhall, at the junction of Warren and Greenwich streets, the resort of the early Dutch settlers—which had been purchased about the middle of the eighteenth century by a Swiss florist named Jacob Sperry, and afterward sold by him to John Jacob Astor. Far up on the Bloomingdale Road was the Strawberry Hill House, afterward christened Woodlawn; and on the eastern side of the Island was the fertile Kip Farm, which, though not numbered among the places of public resort, was noted for its variety of choice fruit and flowers, and was often visited by Washington and his cabinet during his stay in the city.

In Pearl, opposite Cedar Street, was the residence of Governor George Clinton, the headquarters of Washington on assuming command of the army at New York. At the corner of Pearl and Broad streets was Fraunces' Tavern, which Washington made his headquarters after the British evacuation, and it was the scene of his final parting with his officers. This old house was first opened as a tavern in 1762 and soon became notable as a Saturday night rendezvous of a gathering of choice spirits calling themselves the Social Club, and, though Fraunces was a well-known friend of the Liberty Party, was a favorite of both Whigs and Tories, who harmonized in their taste for the choice wines of the proprietor.

At the lower end of Broadway stood the Kennedy House, built in 1760 by Captain Kennedy, afterward Earl of Cassilis, and bequeathed by him to his son Robert, from whom it passed into the possession of the late Nathaniel Prime. This house was the headquarters of Putnam prior to, and of Howe and Clinton during the Revolutionary War, and the scene of Andre's last interview with the British general previous to his departure on the fatal West Point mission. Just above this was the King's Arms Tavern, a double house, two stories in height, with a front of yellow Holland brick, and a steep roof, covered with shingles in front and tiles in the rear, the headquarters of General Gage during his residence in the city. This afterward became known as Burns' Coffee House, from which emanated many of the patriotic resolves of the New York citizens. It was in this house that the first non-importation agreement of the colonies was signed by the merchants of the city of New York on the evening preceding the execution of the Stamp Act, and the first step thus taken toward the rebellion which ripened into their future independence. Here Arnold resided after the discovery of his treason, and it was from the garden, which extended down to the river, that the chivalric Champe proposed to abduct the traitor and carry him off in triumph to the American lines in the Jerseys.

Above this, on the site of 39 Broadway—the reputed site of the first building ever erected on the island—was the Bunker Mansion House, the residence of Washington during the second session of Congress.

But a volume would scarce suffice to note all the landmarks rendered interesting by some association of the past.



## HUDSON-FULTON CELEBRATION

The penal institutions of the island were the New Jail, chiefly used for the imprisonment of debtors; the Bridewell, in which vagrants and minor offenders were confined, as well as criminals, while awaiting their trial, and the State Prison in Greenwich Village on the shores of the North River, for convicts of a higher grade. The latter was a large stone building, surrounded by a high wall on which an armed sentry was constantly pacing. It was opened for the reception of convicts in August, 1796, and was the second State prison in the United States. In the course of a few years, the number of prisoners in this institution, as well as in the Bridewell, became so great that it became necessary to erect another building for their reception, and a penitentiary for the imprisonment of minor offenders was accordingly built on the shores of the East River at Bellevue.

**The Establish-  
ment of Penal  
Institutions**

The tread-mill system was introduced into the Penitentiary in 1822, but after a few years' trial was found inexpedient, and abandoned.

The new prison at Sing Sing was opened in 1828, and the convicts in the prison at Greenwich were removed to it. In 1838 the Bridewell was demolished and the stone in it was used in the walls of the Tombs, then in process of erection. The fire alarm bell which had hung in the belfry of the New Jail since the Revolution, and afterward in the Bridewell's belfry, was transferred to the house of the Naaid Hose Co., in Beaver Street, where it remained until the great fire of 1835 destroyed the house and silenced the bell forever.

In 1801, the New York Hospital, the charter of which had been granted by Lord Dunmore in 1771 to Peter Middleton, John Johns and Samuel Bard, the three most eminent physicians of the day, and the cornerstone of which had been laid in 1773, was the only institution of the kind in the city. In 1807, a lunatic asylum was erected on the southerly side of the hospital grounds, near the main edifice, and corresponding with it in the style of architecture, which was opened in the following year. This was used for its original purpose during fourteen years, when an asylum was built at Bloomingdale, overlooking the North River, on the West side of Tenth Avenue, near One Hundred and Seventeenth Street, to which, in 1821, the patients were removed. The single dispensary for the aid of the out-door sick was the City Dispensary, located in a small building in the rear of the City Hall, fronting on Tryon Row, which had formerly been occupied by the Health Office. This was instituted in 1790, and incorporated on the 8th of April, 1795, under the name of the New York Dispensary.

**Early Care  
of the  
Insane**

The only medical school in the city in the beginning of the nineteenth century was the Medical Faculty of Columbia College, organized in 1768 through the efforts of Drs. Bard, Middleton and others. In the Revolution, which followed soon after, the association was scattered and the college converted into a military hospital. In 1792 it was again revived, with Dr. Samuel Bard as dean of the faculty, and remained the only school of the kind in the city until the institution of the College of Physicians and Surgeons, with Dr. Romaine at the head, in 1807, under the patronage of the Regents of the University. In 1813 a fusion was effected between the two rival schools, which continued to

## HISTORICAL SOUVENIR

work together until 1826, when differences arose, which finally resulted in a separation of the College, and the foundation of the Rutgers Medical College, located in Duane Street, near Broadway, with Drs. Hosack, MacNeven, Mott, Francis, Godman and Griscom as its first professors. Drs. John Augustine and Joseph M. Smith, Dana, Beck, Stevens and Delafield formed the professorial staff of the rival college.

At the foot of Park Place was the venerable Columbia College, opened in 1755 under the presidency of the Rev. Samuel Johnson; then abandoned by its president, Myles Cooper, in the Revolution, and converted first into barracks and afterward into a military hospital. Upon the restoration of peace, a number of gentlemen were appointed by the Legislature, under the title of Regents of the University, to superintend the literary institutions of the State, and empowered to act as Trustees of the College.

### Establishment of Benevolent Societies

The benevolent institutions were the Marine Society, incorporated in 1770 for the improvement of maritime knowledge and the relief of indigent sea captains, their widows and orphans; the Chamber of Commerce, formed in 1768 and incorporated in 1770, "for the purpose of promoting and extending all just and lawful commerce and affording relief to decayed members, their widows and children." The Humane Society was established in 1787 for the purpose of affording relief to distressed debtors, and was afterward made to include the resuscitation of persons apparently drowned, as well as for the relief of the poor in general. It was incorporated in 1814. The Manumission Society was established chiefly by Friends in 1785, for the purpose of ameliorating the condition of negro slaves.

The Sailors' Snug Harbor was founded by Captain Randall in 1801 for the benefit of worn out and decrepit seamen. The General Society of Mechanics and Tradesmen was founded in 1784 and incorporated in 1792. Its object was for the relief of the needy among their number and for the support of the widows and children of those who died without means. In 1821 the Mechanics Institute, in Chambers Street, near Chatham, was built by the Society, and a school and library established. The Society of the Cincinnati was formed at the close of the Revolutionary War, and the Tammany Society was organized about the same time, into which, in opposition to the exclusiveness of the former, all were admitted without regard to ancestry. The St. Andrew's Society and several Masonic and other societies were founded in 1756. Among the most remarkable of these was the Tontine Association, founded in 1790 and incorporated in 1794 by a company of merchants for the purpose of providing a center for the mercantile community. By the plan of this association, each shareholder selected a nominee, during whose life he was to receive his equal proportion of the net proceeds of the establishment; but upon whose death his interest reverted to the owners of the surviving nominees. The original shares were assignable and held as personal estate, and the whole property was vested in five trustees, who were to hold the property until the number of the surviving

## HUDSON-FULTON CELEBRATION

nominees was reduced to seven, when the whole was to be divided among the fortunate seven shareholders depending upon them. Under these regulations two hundred and three shares were subscribed for at two hundred dollars each, and with this sum the Association purchased a lot of ground a hundred feet square on the corner of Wall and Water streets, and in 1792 commenced the erection of the Tontine Coffee-House, to which, upon its completion in 1794, the Merchants' Exchange was removed from the delapidated old building in the center of Broad, below Pearl Street, where it had been located since the Revolution. After the erection of the new Exchange in Wall Street, in 1825, the building was let for various purposes; then, in May, 1855, was demolished to make room for the Tontine Building.

Many other societies sprang into being in the course of the next half century—the Bible and Common Prayer Book Society, instituted in 1809; the Protestant Episcopal Tract Society, founded in 1810, and the American Bible Society, established in 1816. Next came the various missionary societies—the New York Sunday School Society, established in 1816, the outgrowth of a little Sunday School opened in 1811 by a few young women of the Society of Friends for the purpose of teaching adult colored women; the American Tract Society, instituted in 1825; the City Tract Society, founded during the ensuing year, and many more besides.

The Reformed Dutch Church still continued predominant in the city which had been founded by its members. This was, indeed, the oldest denomination in America, having been organized in New Amsterdam with a handful of members as early as 1620. For a long time the church continued to retain its distinctive customs, and even language; the first English sermon ever listened to by the denomination having been delivered as lately as 1764 by Dr. Laidlie, in the Middle Dutch Church in Nassau Street. Even at this late date the innovation of a foreign tongue was stoutly opposed by the ancient Knickerbockers, but was sanctioned by the consistory as a matter of policy. The last sermon in the Dutch language was preached in 1803.

The customs that prevailed in the Reformed Dutch churches were, indeed, peculiar; many of them still exist among the denomination, nor are the traditions of any wholly lost. Unlike the plainly attired Puritan preachers, the dominies invariably appeared in the high, circular pulpit, clad in a gown of black silk, with large, flowing sleeves; and so indispensable was this livery deemed, that, at the installation of a dominie in the beginning of the nineteenth century who came unprepared with a gown for the occasion, the senior clergyman peremptorily refused to officiate, and the ceremony would have been postponed for a week had not a robe been opportunely furnished by a friendly minister.

The tall pulpit was canopied by a ponderous sounding-board. The first psalm was set with movable figures, suspended on three sides of the pulpit, so that every one on entering might prepare for the opening chorus. Pews were set aside for the governor, mayor, city officers and deacons, and the remaining

**Churches of  
the Various  
Denominations**

## HISTORICAL SOUVENIR

seats were held singly by the members for their life, then booked, at their death, to the first applicant. The clerk occupied a place in the deacon's pew, and prefaced the exercises in the morning by reading a chapter from the Bible, and, in the afternoon, by chanting the Apostolic Creed, to divert the thoughts of the people from worldly affairs. All notices designed to be publicly read were received from him by the sexton, then inserted into the end of a long pole, and thus passed up to the cage-like pulpit, where the minister was perched far above the heads of the congregation. It was his business, too, when the last grains of sand had fallen from the hour-glass which was placed invariably at the right hand of the dominie, to remind him by three raps of his cane that the time had come to end the sermon. When the sermon was over the deacons arose in their places and after a short address by the dominie they each took a long pole with a black velvet bag attached to the end, from which a small alarm bell hung, and passed about the church to collect alms for the poor.

In the earlier times boxes strongly bound with iron with a hole in the end and fastened with a padlock were placed at the door for this purpose.

The stone church built by William Kieft in 1642 having been destroyed by fire in the days of the negro plot, the oldest church edifice of this denomination at the beginning of the nineteenth century was the South Dutch Church in Garden Street. This was of an octagonal form, with a brick steeple large enough to afford space for a consistory room. The windows were large, with very small window-panes set in lead, and curiously emblazoned with the coats of arms of the church dignitaries; several escutcheons also hung against the wall. In 1766, it was enlarged and repaired, and in 1807, it was rebuilt and repaired. It was destroyed in the conflagration of 1835, when two congregations arose from its ashes—Dr. Hutton's church on Washington Square and the South Reformed Dutch Church on the corner of Fifth Avenue and Twenty-first Street.

In Nassau Street was the Middle Dutch Church, afterward used as the Postoffice. This was at first built without pillars or gallery, the ceiling forming an entire arch without support. On the introduction of the English service in 1784, the pulpit was removed from its original place on the east side to the north end of the church, and galleries were built on the east, west and south sides. In 1789-90, it was restored to its primitive state and continued unaltered until 1844, when it was sold to the United States Government.

At Harlem was a small wooden church of great antiquity and at Greenwich village was another also of wood, built in 1782.

The Episcopalians were the next oldest religious denomination. Of their early churches the ancient Trinity built in 1696, enlarged in 1737, destroyed by fire in 1776 and rebuilt in 1788, was a Gothic edifice of considerable pretensions surmounted by a tall spire and having a fine chime of bells. To this church two chapels were attached—St. Paul's in Broadway, a substantial stone edifice built in 1766, and St. George's in Beekman Street, erected in 1759. A third to be added was St. John's built in 1807. In Ann Street was Christ's



## HUDSON-FULTON CELEBRATION

Church built in 1794; St. Mark's in Stuyvesant Street built in 1795; Zion Church on the corner of Mott and Cross streets, built in 1801, and the Eglise du Saint Esprit, the church of the early Huguenots in Pine Street, which, stripped of pulpit and pews during the Revolution, had been repaired in 1794, but was not opened for service until some time after. Grace Church (the ancestor of the present splendid structure at the apparent head of Broadway) was built soon after on the site of the old Lutheran Church at the corner of Broadway and Rector Street.

Next in order came the Lutherans; but their ancient church in Broadway had been swept away by the fire of 1776, and the only one that now remained to them was Christ's Church, a stone building on the corner of William and Frankfort streets. In Nassau, near John Street, was the German Reformed Church, erected in 1765, and differing slightly in tenets from the latter.

Next came the Presbyterian denomination, the first church of which was a stone building, erected in Wall Street in 1719, and enlarged in 1768. In 1810, it was rebuilt in handsome style, only to fall a victim to the conflagration of 1835. It was rebuilt soon after, and occupied for eight or ten years, when, tempted by the increasing value of the ground, the congregation disposed of it for secular purposes, and removed to their new edifice in Fifth Avenue, between Eleventh and Twelfth streets. The old church was taken down, stone by stone, and put up again in Jersey City.

**First Church  
of the  
Presbyterians**

In Beekman Street was the Brick Church, built in 1768. This church escaped destruction in the great fire of 1835, but was afterward demolished when the street was widened. The Rutgers Street Church, built in 1797, was a large frame building with a cupola and a public clock. In Cedar Street was the Scotch Presbyterian Church, built in 1758, and in Chambers Street was the Reformed Presbyterian Church, erected in 1797. A second Presbyterian Church was built in Cedar Street in 1807.

The first Baptist Church was an edifice of blue stone built in Gold Street near Fulton, in 1760. This church was taken down in 1840 and the stone used in the erection of the First Baptist Church at the corner of Broome and Elizabeth streets. A church of the same denomination was built in Oliver Street in 1795 and another in Rose Street in 1799.

**The Baptist  
Denomination  
Enters the Field**

The Methodist Church had its foundation in a small rigging loft in Horse and Cart Lane, near William Street, where William Embury, a local preacher from Ireland, aided by Captain Webb, of the British army, formed a nucleus of the disciples of Wesley in 1766. Soon outgrowing this humble tenement, the society purchased a lot of ground in John Street, and, in 1768, erected a stone edifice which they christened Wesley Chapel. This was removed in 1817 to Harlem and another chapel erected on its site. A second was built in Forsyth Street in 1780, and a third in Duane Street in 1795.

Among the oldest of the religious societies was that of the Friends, whose first place of worship was erected in Green, near Liberty Street, about 1706

## HISTORICAL SOUVENIR

This was rebuilt and enlarged in Liberty Street in 1802. The second meeting-house of the denomination, erected in Pearl Street, in 1775, was taken down in 1824, to make room for other buildings.

The Jews had a synagogue in Mill Street—the street is now blotted out of existence—a neat stone edifice erected in 1730, opposite the site of the small frame building which they occupied at first as a place of worship. The Moravians had a church in Partition, now Fulton, near William Street, erected in 1751.

The only Catholic Church in the city was St. Peters in Barclay Street, erected in 1786. The next was St. Patrick's Cathedral, corner of Mott and Prince streets, which was opened for service in 1815.

The only library in the city was the Society Library incorporated in 1772. This was located in Nassau Street opposite the Middle Dutch Church and the building was at that time one of the architectural ornaments of the city.

The Custom House was in the Government House erected on the site of the old fort at Bowling Green. The Postoffice was kept at the house of the postmaster, on the corner of William and Garden streets, in a room about 30 feet deep, and a little vestibule on Garden Street contained about a hundred boxes. The office remained at this location until 1827, when it was removed to the basement of the new exchange in Wall Street, and in 1844 it was transferred to the Middle Dutch Church, in Nassau Street.

Establishment  
of the First  
Catholic Church



THE PARK THEATRE, BUILT IN 1798

## HUDSON-FULTON CELEBRATION

Three banks were at this time in operation. The Bank of New York, chartered in 1791, with a capital of \$950,000, had Matthew Clarkson as its first president. The United States Bank was incorporated the same year with Cornelius Ray as president and with a capital of \$10,000,000, and the Manhattan Bank, incorporated 1799, with \$2,050,000 capital, was directed by President Daniel Ludlow.

**Establishment  
of the  
First Banks**

The insurance companies were three in number—the New York Marine Insurance, incorporated in 1798; the Mutual Fire Insurance, incorporated the same year, and the Washington Fire Insurance, incorporated in 1801. Both the banks and the insurance companies were all located in Wall Street.

Seven daily newspapers were now issued in the city—the *New York Gazette and General Advertiser*, the *New York Evening Post*, the *American Citizen*, the *Commercial Advertiser*, the *Public Advertiser* and the *Mercantile Advertiser*, besides the *New York Weekly Museum*, published every Saturday, and two medical journals, the one published quarterly and the other semi-annually, together with the *Churchman's Magazine*.

**The Advent of  
Daily Journalism**

Following the treaty which John Jay negotiated with England, involving the freedom of American shipping, there arose the necessity for quoting the prices current on both sides of the Atlantic. Recognizing this demand, the *New York Prices Current* was established in 1795, subsequently becoming the *New York Commercial* of today, which is a recognized authority in industrial, mercantile and financial circles.

Three stages sufficed for the wants of the travelling community. One of these ran to Greenwich, one to Harlem and the other to Manhattanville. The Greenwich stage started from Baker's Tavern, corner of Wall and New streets, and the other from the Bull's, opposite the Bowery Theatre.

The only theatre in the city at the beginning of the present century was the Park, built in 1798, and opened three nights in each week. This theatre was burned in 1820, rebuilt and reopened in the following year, and burned again for the last time in 1849, when its site was covered with warehouses. This fronted the park from which it derived its name, between Ann and Beekman streets, and long retained the theatrical monopoly of the city. Among those opened in the course of the next half century were the Chatham, erected in 1824, and growing out of the Chatham Garden; the New York, afterward the Bowery, built in 1826 at the Bull's Head, and the Lafayette, opened in 1825, in Laurens, near Thompson Street. Beside these were the Broadway and Mount Pitt Circuses, the latter situated in Grand Street, opposite the upper end of East Broadway; the American or Scudder's Museum, opened in 1810 in the New York Institution, once the Alms House, in Chambers Street; Peale's Museum in Broadway, opposite the park; the Chatham Museum and the Rotunda, erected in 1818, on the east corner of the park, with its entrance on Chambers Street, for the purpose of exhibiting paintings.

**Places of  
Amusement  
and Markets  
in the City**

There were four markets—the Exchange Market, at the foot of Broad

## HISTORICAL SOUVENIR

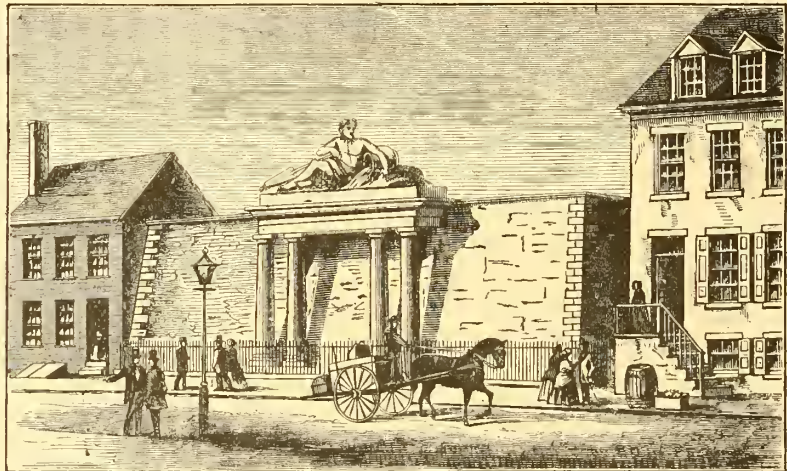
Street; the Oswego Market, in Broadway at the head of Maiden Lane; the Old Fly Market, which in 1822 gave place to Fulton Market, and the Hudson, or Bare, now Washington Market, between Fulton and Vesey streets, the present structure being erected in 1813.

There were two ferries to Brooklyn, one from Fly Market Slip, near the foot of Maiden Lane, and the other from Catherine Slip. Another ferry crossed to Paulus Hook, now Jersey City; one to Elizabethtown Point and another to Staten Island.

The fire department consisted of a single engineer and several volunteer companies. The city at this period had a population of about sixty thousand, but was still very primitive. The Dutch language was still largely used, and a knowledge of it was absolutely necessary to do business.

The lower part of Pearl Street was the fashionable quarter of the town, though Barclay, Robinson and William streets were beginning to dispute its claims.

Numerous quaint customs and street cries were in vogue at this comparatively modern time, all of which have now passed away, and are known to us only through tradition. A strange mosaic of different nations, with its successive strata of Dutch, English and French, New York was truly a composite city, gathering floating material from every nation under the sun wherewith to form and mold a new people.



RESERVOIR OF MANHATTAN WATER WORKS IN CHAMBERS STREET



Old Brooklyn Ferry, 1746





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## CHAPTER THE TENTH

# INSTALLATION OF THE FIRST PUBLIC WATER WORKS; ESTABLISHMENT OF THE PUBLIC SCHOOL SYSTEM, AND THE FORMATION OF THE HISTORICAL SOCIETY

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ONE of the worthy movements of the early part of the nineteenth century was the construction of the Manhattan Water Works, the forerunner of the Croton Aqueduct. There had always been a scarcity of good water on the island. The spring of the celebrated Tea Water Pump in Chatham Street was excellent, but this would not suffice for the wants of a whole city; and the water of the other wells and pumps, which were scattered in profusion over the island, was almost unfit for use. The initiative step toward supplying the city with water had been taken in 1774 by Christopher Colles, who had constructed a reservoir at the public expense on the east side of Broadway, between Pearl and White streets, into which water was raised from large wells sunk on the premises and also from the Collect, then distributed by means of wooden pipes throughout the city. These works were completed in the spring of 1776, and placed under the superintendence of Mr. Colles, but the supply proved insufficient, the water was of an inferior quality, and in the ensuing foreign occupation of the city, the enterprise was neglected, then finally abandoned, and the citizens returned to the wells of their ancestors, which still continued to be located in the middle of the streets. In 1798, the subject was again taken into consideration, and a report was made affirming the impurity of the water on the island. After some discussion as to the location of a water works, the Manhattan Water Company, with banking privileges, was formed. This company secured from the Corporation the grounds formerly occupied by Colles and erecting a reservoir in Chambers Street, between Broadway and Centre Street, a locality then considered far out of town, pumped water into it from wells sunk in the vicinity. The water was distributed by means of bored logs, but the water was scarce and bad; and the company, neglecting the purpose of its organization, soon turned its attention almost exclusively to banking affairs and it was not long before the new works were voted a failure.

**The First Water  
Works  
Established**

A new City Hall was determined on about the same time, and on the 20th of September, 1803, the cornerstone of the new edifice was laid in the park by Mayor Livingston, in the presence of the Corporation and the few of the citizens who had not fled from the yellow fever, which at this time was pre-

**Building of the  
City Hall**

## HISTORICAL SOUVENIR

vailing in the city. This edifice was finished in 1812, at a cost of half a million dollars. The front and both ends were built of white marble from the quarries of Stockbridge, Massachusetts; for the Chambers Street front, red sandstone was used from motives of economy, it being thought that the material of this side was of little consequence, as so few citizens would ever reside on that side of the town.

In 1803, Edward Livingston resigned his office, and De Witt Clinton was appointed mayor in his stead. Clinton was a native of the State of New York and a resident of the city from early youth, having been the first graduate of Columbia College after its change of name. Under his auspices the Historical Society was founded, the Public School Society instituted, the Orphan Asylum established, the City Hall completed, and the city fortified for the War of 1812. He continued in the mayoralty with two years' intermission until 1815, when he resigned it to enter public life on a more extended scale as governor of his native State, and to mature the gigantic scheme of canal navigation, which won for New York the proud title of the Empire State, and for its projector the lasting remembrance of posterity.

### The Duel Between Hamilton and Burr

The violent political disputes of this period brought on a duel between two of the most prominent citizens, Alexander Hamilton and Aaron Burr. The quarrel between the two was the result of political antagonism. In the State election of 1803, Burr, who had lost the confidence of the Republican party, had been nominated for governor by the Federalists, in opposition to Morgan Lewis, and, although the latter were at this time the leading party in the State, was defeated by his opponent by a large majority. This defection in the Federal ranks he attributed to the influence of Hamilton, then the most prominent man in the party, who had denounced him in caucus as an unprincipled politician and warmly opposed his election; and smarting under the influence of his defeat, he sent him a challenge, to which Hamilton demurred at first, then afterward accepted. At sunrise on the 11th of July, the parties met on a plateau on the Jersey shore, about half a mile above Weehawken. Hamilton was mortally wounded at the first fire, and fell, discharging his pistol in the air. He was conveyed across the river to the house of Mrs. Bayard, where he breathed his last on the afternoon of the following day. The fatal result of this affair caused the deepest sorrow, not only in the city but throughout the whole country. Hamilton had been the bosom friend of Washington, his talents were of the highest order, he was a consummate statesman, and his moral character was without a stain. Few men stood higher than he in the esteem and confidence of the community, and even those who had been his bitterest political opponents regarded his loss as the greatest evil that could happen to a community—the loss of a man of unblemished integrity from off its stage of action. His remains were escorted, on the 14th inst., by a large procession, to Trinity Church, where the funeral oration was pronounced by Gouverneur Morris, and the body interred with military honors in the cemetery of the church.



## HUDSON-FULTON CELEBRATION

On November 1st, 1804, steps were taken for the formation of the Historical Society, and on the 4th of September, 1809, the first historical festival commemorating the 200th anniversary of the discovery of Manhattan Island by Hendrik Hudson was held.

On the 18th of December of the same year a fire broke out in a grocery store in Front Street, and raged with fury for several hours, burning the old Coffee House on the corner of Pearl and Wall streets, the scene of so many patriotic gatherings in the days of the Revolution, with many other of the old landmarks of the city. Forty stores and dwellings were destroyed by this fire, which was supposed to have been the work of an incendiary. The loss of property was estimated at two millions of dollars.

The following year witnessed the initiatory movement of the Free School. The credit of this is due chiefly to some members of the Society of Friends, who, aided by the efforts of De Witt Clinton, obtained the incorporation of the Public School Society, in 1805, with Clinton as its first president. The first school, No. 1, was opened on the 17th of May, 1806, in Madison near Pearl Street, with forty scholars, the instruction being gratuitous to some and almost nominal to all. School No. 2 was built in Henry Street. The society flourished and rapidly increased the number of schools until 1842 when the Public School Society made over the property to the Corporation and relinquished the charter.

In 1798 Chancellor Robert R. Livingstone had received from the Legislature the exclusive right of steam navigation on all the waters of the state. This was given him as the discoverer of the new power and with the proviso that he should within twelve months produce a boat with a speed of not less than four miles an hour. This he failed to do and the grant remained in abeyance until 1803, when Robert Fulton, whom he had met in France, offered to aid him in his experiments and a renewal of the grant was secured for a period of twenty years, providing the required conditions should be fulfilled within two years.

**Efforts to  
Promote Steam  
Navigation**

They immediately set to work to realize their design. Fulton took up his residence in New York and commenced the construction of the Clermont, the first of the steam vessels. His craft was at the time jeeringly referred to as "Fulton's Folly," but how well he succeeded the world knows. The story of his early work and how he secured the monopoly of steam navigation in New York waters follows.

Robert Fulton, eminent as the inventor of steamboats, was born in the town of Little Britain, Lancaster County, Pennsylvania, 1765. His parents, who were Irish, were respectable, and gave him a common English education at Lancaster. He early exhibited a superior talent for mechanism and painting, and in his eighteenth year established himself in the latter employment in Philadelphia, and obtained much credit and emolument by his portraits and landscapes.

**Brief History  
of Robert Fulton**

## HISTORICAL SOUVENIR

On entering his twenty-second year he went to England for the purpose of improving his knowledge of that art, and was received into the family of Mr. West, with whom he spent several years and cultivated a warm friendship. After leaving that family, he employed two years in Devonshire as a painter, and there became acquainted with the Duke of Bridgewater and Lord Stanhope, the former famous for his canals and the latter for his love of the mechanic arts. He soon turned his attention to mechanics, particularly to the improvement of inland navigation by canals, and the use of steam for the propelling of boats; and in 1794 obtained patents for a double inclined plane, to be used for transportation, and an instrument to be employed in excavating canals. He at this time professed himself a civil engineer, and published a treatise on canal navigation. He soon after went to France, and obtained a patent from the government for the improvements he had invented. He spent the succeeding seven years in Paris, in the family of Mr. Joel Barlow, during which period he made himself acquainted with the French, Italian and German languages, and soon acquired a knowledge of the high mathematics, physics, chemistry and perspective.

He soon turned his attention to submarine navigation and explosion, and in 1801, under the patronage of the First Consul, constructed a plunging boat, and torpedoes (differing materially from Bushnel's invention, with which he was acquainted), with which he performed many experiments in the harbor of Brest, demonstrating the practicability of employing subaquatic explosion and navigation for the destruction of vessels. These inventions attracted the attention of the British Government, and overtures were made to him by the Ministry which induced him to go to London, with the hope that they would avail themselves of his machines; but a demonstration of their efficacy which he gave the Ministry, by blowing up a vessel in their presence, led them to wish to suppress the invention rather than encourage it; and accordingly they declined patronizing him. During this period he also made many efforts to discover a method of successfully using the steam engine for the propelling of boats, and as early as 1793 made such experiments as inspired him with great confidence in its practicability.

Robert R. Livingston, Esq., Chancellor of New York and Minister of the United States to the French court, on his arrival in France induced him to renew his attention to this subject, and embarked with him in making experiments for the purpose of satisfying themselves of the possibility of employing steam in navigation. Mr. Fulton engaged with intense interest in the trial, and in 1803 constructed a boat on the River Seine, at their joint expense, by which he fully evinced the practicability of propelling boats by that agent. He immediately resolved to enrich his country with this invaluable discovery, and on returning to New York in 1806 commenced, in conjunction with Mr. Livingston, the construction of the first Fulton boat, which was launched in the spring of 1807 from the shipyard of Charles Browne, New York, and completed in August. This boat, which was called

the Clermont,\* demonstrated on the first experiment, to a host of, at first incredulous, but at length astonished spectators, the correctness of his expectations and the value of his invention. Between this period and his death he superintended the erection of fourteen other steam vessels, and made great improvements in their construction.

"I myself," says Judge Story, "have heard the illustrious inventor relate, in an animated and affecting manner, the history of his labors and discouragements. 'When,' said he, 'I was building my first steamboat at New York, the project was viewed by the public either with indifference or with contempt as a visionary scheme. My friends indeed were civil, but they were shy. They listened with patience to my explanations, but with a settled cast of incredulity on their countenances. I felt the full force of the lamentation of the poet—

Truths would you teach, to save a sinking land,  
All shun, none aid you, and few understand.

As I had occasion to pass daily to and from the building yard while my boat was in progress, I have often loitered unknown near the idle groups of strangers gathering in little circles, and heard various inquiries as to the object of this new vehicle. The language was uniformly that of scorn, sneer or ridicule. The loud laugh rose at my expense, the dry jest, the wise calculation of losses and expenditures; the dull but endless repetition of the Fulton folly. Never did a single encouraging remark, a bright hope, or a warm wish, cross my path. Silence itself was but politeness veiling its doubts or hiding its reproaches.

"At length the day arrived when the experiment was to be got into operation. To me it was a most trying and interesting occasion. I invited many friends to go on board to witness the first successful trip. Many of them did me the favor to attend as a matter of personal respect; but it was manifest they did it with reluctance, fearing to be partners of my mortification and not of my triumph. I was well aware that in my case there were many reasons to doubt of my own success. The machinery [like Fitch's before him] was new and ill made; and many parts of it were constructed by mechanics unacquainted with such work, and unexpected difficulties might reasonably be presumed to present themselves from other causes.

"The moment arrived in which the word was to be given for the vessel to move. My friends were in groups on the deck. There was anxiety mixed with fear among them. They were silent, sad and weary. I read in their looks nothing but disaster, and almost repented of my efforts. The signal was given and the boat moved on a short distance and then stopped and became immovable. To the silence of the preceding moment now succeeded murmurs of discontent, and agitations, and whispers, and shrugs. I could hear distinctly repeated, "I told you it was so; it is a foolish scheme; I wish

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\* So named from the seat of the Livingston family. (See Clermont, Columbia county.)

we were well out of it." I elevated myself upon a platform and addressed the assembly. I stated that I knew not what was the matter; but if they would be quiet and indulge me for half an hour, I would either go on or abandon the voyage for that time.

"This short respite was conceded without objection. I went below and examined the machinery, and discovered that the cause was a slight maladjustment of some of the work. In a short period it was obviated. The boat was again put in motion. She continued to move on. All were still incredulous. None seemed willing to trust the evidence of their own senses. We left the fair city of New York; we passed through the romantic and ever-varying scenery of the Highlands; we descried the clustering houses of Albany; we reached its shores; and then, even then, when all seemed achieved, I was the victim of disappointment. Imagination superseded the influence of fact. It was then doubted if it could be done again; or if done, it was doubted if it could be made of any great value.'"

Fulton obtained a patent for his inventions in navigation by steam in February, 1809, and another for some improvements in 1811. In the latter year he was appointed by the Legislature of New York one of the commissioners to explore a route for a canal from the great lakes to the Hudson, and engaged with zeal in the promotion of that great work. On the commencement of hostilities between the United States and Great Britain in 1812, he renewed his attention to submarine warfare, and contrived a method of discharging guns under water, for which he obtained a patent. In 1814 he contrived an armed steamship for the defense of the harbor of New York, and also a submarine vessel, or plunging boat, of such dimensions as to carry one hundred men, the plans of which being approved by the government, he was authorized to construct them at the public expense.

Mr. Fulton was familiarly acquainted with many of the most distinguished literary and political characters both of the United States and of Europe, was a director of the American Academy of Fine Arts and a member of several literary and philosophical societies.

Fulton had not been alone in the pursuit of this lucrative monopoly. John Stevens and his son, R. L. Stevens, of Hoboken, had long cherished the idea of utilizing the power of steam for navigation and almost simultaneously with Fulton, but a little too late, had effected their purpose in the steamer *Phoenix*. Anticipated in the scheme by his successful rival, Mr. Stevens struck out into a new field, and, sending his steamer round to Philadelphia by sea, first won the mastery over the waters of the ocean as Fulton had done over those of the rivers. It was not long before the monopoly was set aside, and the Stevens again entered the lists of competition, producing an improved steamboat, capable of making thirteen and a half miles an hour, which convinced the doubters and persuaded them that the age of miracles was not yet past.

One of the most important uses of this new power which had thus been



## HUDSON-FULTON CELEBRATION

forced into the service of mankind was in bridging the rivers which separated the city from the opposite shores. The ferries, especially those of Long Island, had always borne an important part in the history of the city; from their rent a great part of its revenue had been derived, and the proprietorship had been a constant source of dispute between the citizens and the residents at the opposite terminus. We have noted the progress of the ferries from time to time, in the preceding pages, but we propose to give here a brief review of their history, the better to explain the bearings of the vexed ferry question.

The first ferry was naturally established between New York and Brooklyn, its earliest neighbor. To avoid as much as possible the labor of stemming the strong current, the narrowest part of the river was chosen, though this was far above the furthest limits of the city, being from a point below Peck Slip on the New York to Fulton Street on the Long Island side of the river. The first ferry house in New York was on the corner of Broad and Garden streets, now Exchange Place, and, this was the principle landing place of the ferry boats from the Long Island and the Jersey shores. The Brooklyn ferry house was a commodious two-story structure with stables and outhouses attached, for at this period they were used also as taverns for the accommodation of travelers.

Until the year 1810, rowboats or pirogues were the only ferryboats upon the rivers. Next came the horse-boats—twin boats, with the wheel in the center, propelled by a sort of horizontal treadmill worked by horses, the first of which was introduced on the 3d of April, 1814, upon the Catherine Street ferry. This was a boat of eight horsepower, crossing the river in from twelve to twenty minutes. The first improvement was made in the substitution of steam for horses as the motive power, and the first steamboat, the Nassau, was put on the Fulton ferry, on the 8th of May in the same year; but the new agent being found as expensive as expeditious, it failed to find favor in the eyes of the Company, and, for many years, this remained the only steam ferryboat upon the river. In 1824 the monopoly which had been granted to Fulton and Livingston was set aside by order of the Supreme Court, the use of steam was thrown open to public competition, and the horse-boats soon became obsolete institutions.

**The Primitive  
Mode of  
Ferriage**

The first improvement in the steam ferryboats was the single boat with side-wheels, the first of which was the Hoboken, built by R. L. Stevens in 1822. Simultaneously with these came the floating bridges which rise and fall with the tide, aided by counterbalancing weights on the shore—the invention of Fulton—and the spring piles, constructed by R. L. Stevens. These improvements soon found favor on the ferries, the plan of bridging the river by an arch was abandoned in the face of this new agent, which set time and space at defiance, and the genius of steam gained undisputed dominion over the waters.

In 1807 a new missionary enterprise was undertaken by Trinity Church in the erection of St. John's Chapel in Varick Street, on what was then deemed the outskirts of civilization. The location was opposite a dreary marsh, covered

## HISTORICAL SOUVENIR

with brambles and bulrushes and tenanted by frogs and water snakes, and was regarded by the citizens at large as a proof of insanity on the part of the church authorities.

### **The Value Placed Upon Real Estate in the Early Days**

A curious fact discovered on the records of a Lutheran church of New York by one of the antiquarians, to whom the city is so deeply indebted for preserving its traditions of the past, will serve to illustrate the popular faith at this period in the rise and progress of real estate in the upper part of the town. The church was at this time involved in pecuniary difficulties, contributions were solicited in its aid, and, to relieve it in its embarrassment, a friend proposed to donate to it a tract of six acres of ground in the neighborhood of the stone bridge on the corner of Broadway and Canal Street; but, after mature deliberation the trustees refused the gift, alleging that the land in question was not worth the trouble of fencing in.

The commencement of the United States Navy Yard at Brooklyn in the beginning of the century called the attention of the citizens to an act of duty which had too long been delayed. The first stroke of the spade into the sandhill upon which the new buildings were to be erected opened a terrible mine to the eyes of the public. The whole shore, the slope of the hill, the sand island in the vicinity—all were filled with the bones of the prison martyrs, who had been thrust coffinless into the ground and literally piled one upon another. The horrible revelation reminded the citizens of the too-long neglected duty; the relics were carefully collected and placed in the charge of the Tammany Society, and, on the 8th of May, 1808, escorted by one of the grandest processions that New York had ever witnessed, were conveyed to their final resting place in a vault in Jackson Street, not far from the spot of their original interment. Thirteen coffins filled with the bones were carried in the procession, and eighteen



VIEW OF BROOKLYN FROM NEAR PECK SLIP, 1845

## HUDSON-FULTON CELEBRATION

hogsheads besides were gathered from the sands and deposited in the vault. The Corporation attended in a body, the bells were tolled and minute guns fired during the procession, and the whole city seemed clad in mourning.

In 1811, the city was again devastated by a terrible conflagration, which raged with fury for several hours, destroying nearly a hundred houses, and baffling for a long time all the efforts of the firemen. The steeple of the Brick Church and the cupola of the New Jail took fire and were barely saved, the one by the prompt action of a sailor by the name of Stephen McCormick, the other by the presence of mind of a prisoner on the premises. Both were afterward rewarded by the Corporation.

One of the most important events of this period was the adoption of a plan of the future city, to which we owe the parallel streets and broad avenues of the upper part of the island which contrast so strongly with the narrow streets and crooked lanes of the down-town locality. This plan was due to Simeon Dewitt, Gouverneur Morris, John Rutherford and S. Guel, who had been appointed by the Legislature in 1801, as commissioners to lay out and survey the whole island to Kingsbridge into streets and avenues. By the proposed plan, the streets, beginning with the first on the east side of the Bowery above Houston Street, numbered upward to the extreme end of the island. These were intersected by twelve avenues, numbering westward from First Avenue, the continuation of Allen Street to Twelfth Avenue upon the shores of the North River. Avenues to be laid out eastward of the former were designated A, B, C and D. By this plan the city was laid out with regularity, and the triangles formed by the junction of old thoroughfares became public parks. Potter's Field became Washington Square, the Bowery and Broadway met in Union Square, the union of the old and middle roads formed Madison Square, and the great salt meadow on the eastern side of the city was drained and on the site was laid out Tompkins Square and hundreds of city lots.

**How Modern  
New York  
Was Laid Out**

War was now raging between England and France, and the embargo laid upon shipping seriously crippled the commerce of the port. The aggressions of the English during the period and the final embargo laid by that nation upon all ships in the United States led to a declaration of war on the 19th of May, 1812.

**How the War  
of 1812 Crippled  
Commerce**

The city was ill prepared for defense, although, taking warning by the indications of the gathering storm, the government had for some time past been busy with its fortification. In the beginning of 1807, the city was entirely defenseless. The Narrows and the Sound were open and undefended, not a fortification was to be seen in the harbor or on any of the islands, and a small force might have sailed up to the city without opposition, and captured it as did Nichols in the days of Stuyvesant. Awakened to a sense of the impending danger, in the spring of 1807, the general government began to take measures to fortify the harbor of New York; but the work went on slowly, and it was not until the war had been prosecuted for two years, and the city was threat-

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ened with invasion by a British fleet, that the citizens took the work into their hands, and succeeded in rendering the defenses available.

### How the City Was Protected

At this time the whole city wore a martial aspect, militia companies were organizing and drilling here and there, the citizens hurried to and fro with pick and shovel to labor upon the fortifications, and everything bespoke the spirit of determined resistance. With this efficient aid, the works were soon completed. Castle Clinton, better known as Castle Garden, was constructed on the southwest point of the island, the North Battery was built at the foot of Hubert Street, and Fort Gansevoort was erected at the foot of Gansevoort Street. On Governor's Island, about half a mile south of the city, was Fort Columbus, with the strong Fort William in close proximity. About a mile to the westward of this, on Bedlow's Island, was a strongly built star-fort, and on Ellis Island, about a mile southwest from Castle Clinton, was a circular battery. On Staten Island, eight miles below the city, at the narrowest point of the passage between Long and Staten Islands, stood Fort Richmond, a strongly built stone fortress, well supplied with all the munitions of war, with Fort Tompkins on an eminence directly in the rear, and Fort Hudson a little way below on the shore. In the Hudson River about two hundred yards from Long Island was Fort Diamond, afterward Fort Lafayette, the strongest fortress of any, built on made ground on a shoal, which could only be seen at low water. These fortifications, which in case of need could mount five hundred cannon, amply defended the harbor, and precluded the possibility of a successful invasion.

### First Trans- Atlantic Packets and Savings Banks

Nor were the fortifications at Hell Gate and on the upper part of the island less effective. On Hallet's Point stood Fort Stevens, with a stone tower in the rear; the opposite shore was strongly defended by the fortifications at Benson's Point, and strong works were erected to protect McGowan's Pass on the road to Harlem and the Manhattanville Pass on the Bloomingdale Road, between which a line of block houses was thrown up. Fortunately the war ended without New York City being the scene of any of the horrors. In 1817, the first regular line of packet ships to Liverpool—the "Black Ball Line"—was established by Isaac Wright and Son, Francis Thompson, Benjamin Marshall and Jeremiah Thompson. This line consisted of four ships from four to five hundred tons—the Pacific, Amity, William Thompson, and James Cropper, which sailed regularly on the first day of every month. The "Red Star Line" was next established by Byrnes, Trimble & Co., with four ships, the Manhattan, Hercules, Pantea and Meteor. These sailed on the 24th of each month. About six months after, the proprietors of the "Black Ball Line" added four more ships to their line to sail on the 16th of each month, which were soon after followed by the establishment of the "Swallow Tail Line" by Messrs. Fish, Grinnel & Co., and Thaddeus Phelps & Co., consisting of four ships, to sail on the 8th of each month, thus making a fleet of sixteen packets, with a weekly departure. This was a desideratum which the citizens had had an opportunity



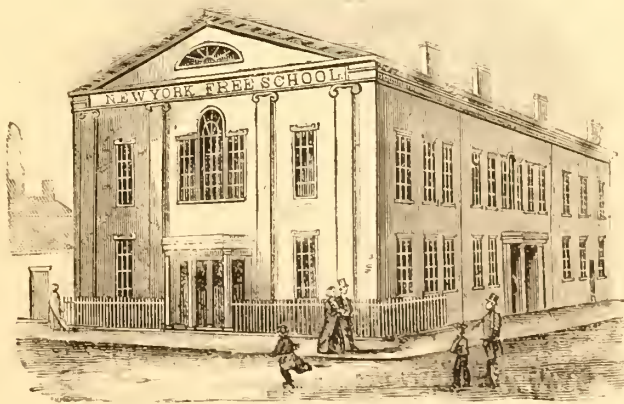
## HUDSON-FULTON CELEBRATION

to learn to appreciate; as, previously to this, the departures of the European packets had been very irregular and had occasioned much inconvenience to merchants and travellers.

In 1819, the first savings bank in the city was organized by several well-known citizens and opened in the basement of the New York Institution, once the Alms House in Chambers Street, with William Bayard as its president.

The charter of the United States Bank, granted in 1791 had expired in 1811 by limitations and after vainly trying to procure a renewal its officers applied to the Legislature for a charter for a proposed Bank of America in the city of New York, with a capital of \$6,000,000. Of this amount \$5,000,000 was to be subscribed at their option by the stockholders of the defunct United States Bank. This measure zealously supported and warmly opposed by different factions finally passed after the capital had been reduced to \$4,000,000. The City Bank, with a capital of \$2,000,000, and the New York Manufacturing Company, the ancestor of the Phoenix Bank, with a capital of \$1,200,000, were also incorporated during the same session by the Legislature. These were followed by a new National Bank, chartered in 1816 for twenty years, with a capital of thirty-five millions, a branch bank of which was established in New York, in Wall Street.

In 1819, the city was visited by the yellow fever, which soon disappeared, to return with increased violence in 1823, when its reappearance excited universal consternation. This time the disease broke out in a new quarter. Hitherto it had invariably made its first appearance on the eastern side of the town; it now commenced in Rector Street near the North River—a neighborhood which had always been peculiarly healthy—and confined its ravages to that quarter of the city. During the prevalence of the fever 240 persons died, and the periodical



FIRST PUBLIC SCHOOL HOUSE

## HISTORICAL SOUVENIR

recurrence of the dreadful disease was only stopped by the quarantine which was established on Staten Island in 1821.

In August, 1824, General La Fayette visited the city and was given a monster reception. After a tour of the whole country in thirteen months, despite his lameness and his eighty-six years, he returned to New York, and the citizens bade adieu to him in a fete at Castle Garden which surpassed anything of the kind before witnessed in the country.

### Completion of the Erie Canal

The year 1825 witnessed the completion of a public work to which the city owes much of its present importance—the Erie Canal. This gigantic enterprise grew out of the Western Inland Lock Navigation Company, incorporated in 1792, with fifty members, for the purpose of improving the navigation of the Mohawk River and of opening a communication by canal to Seneca Lake and Lake Ontario. The work completed, the city of New York was naturally selected as a most suitable place for the canal celebration. On the morning of the 26th of October, 1825, the first flotilla of canal boats left Buffalo for New York, where news of its departure was received one hour and twenty minutes after by the sound of cannon stationed along the line. The answer was returned in the same time; and thus, in less than three hours, Buffalo had spoken to New York and received a reply. In our days of telegraphs this seems slow conversation, but the electric wire had not then girdled the earth, and this rapid transmission of news seemed almost a miracle.

On the 4th of November, at about five o'clock in the morning, the fleet, consisting of the Chancellor Livingston, in which were Governor Clinton, the canal's projector, and his party, with a long line of canal packet boats in tow, arrived at New York and anchored near the State Prison at Greenwich, amid the ringing of bells and the salutes of artillery. Here they were met by the steamship Washington, with a deputation of the Common Council on board, to congratulate the company on their arrival from Lake Erie. The fleet soon after weighed anchor, and, rounding the Battery, proceeded up the East River to the Navy Yard, where salutes were fired, and the visitors were met by the Corporation.

Governor Clinton did not live long to enjoy his triumph, dying suddenly while sitting in his library, on February 11th, 1828.

The Erie Canal was not the only public improvement to be credited to the year 1825, for that day also marks the introduction of gas pipes, joint stock companies and the Merchants' Exchange.

### Introduction of Illuminating Gas

The use of gas was at this time almost unknown. Hitherto the streets had been dimly lighted with oil lamps and though experiments had been made in the Park in 1812, it was not until 1823 that the New York Gas Light Company was incorporated with a capital of \$1,000,000 and given the privilege of supplying all that part of the city south of Canal and Grand streets. In May, 1825, it commenced the proposed improvement by laying gas-pipes in Broadway on both sides of the street, from Canal Street to the Battery. From these, they

## HUDSON-FULTON CELEBRATION

were gradually extended over the southern part of the Island, though for years the city presented a checkered appearance, with one block dimly lighted by the ancient oil-lamps, and the next brilliantly illuminated from the works of the new gas company. In 1830, the improvement was extended to the northern part of the island by the incorporation of the Manhattan Gas Light Company, with a capital of \$500,000, for the purpose of supplying the upper part of the city, not included within the limits of the New York Company.

Not so beneficial were the results of the joint-stock companies, which, following in the lead of the speculative fever which was raging at this time so fiercely in England, rose only to lead an ephemeral existence, and to fall again in the course of the following year with a terrible crash involving the savings of thousands in a common ruin. The commercial panic of 1826, brought on by the failure of numerous joint-stock companies, some under the control of fraudulent stock-jobbers, and others of visionary enthusiasts, honest in purpose, yet misled themselves and misleading others by, colossal fortunes, built up in a day, destroyed, for a time, all confidence in business, and utterly paralyzed



OLD VIEW OF MERCHANTS' EXCHANGE

## HISTORICAL SOUVENIR

the commerce of the city. But this state of affairs was of short duration; business gradually revived on a surer basis, the public lost confidence in the lotteries bogus banks, and kindred schemes with which the whole country had previously been flooded, and the chaos resulted in good to the whole community.

This year witnessed the first effort to introduce the Italian opera to the shores of the New World. The theatre was already a fixed institution; the stage of the old Park Theatre had witnessed the performances of Cooke, Kean, Cooper, Booth, Wallack, Conway, Mathews and many others; Incledon, Braham, Phillips and other vocalists had also been received with favor by the New York public; yet no attempt had been made to operate performances. In 1825, the Garcia troupe arrived, and, on the 29th of November, made their first appearance at the Park Theatre in the opera of "Il Barbiere di Seviglia," in which Signorina Garcia, afterward the celebrated Malibran, then but seventeen years of age, made her *debut* before the American public, and was received with unbounded enthusiasm. The first opera was continued for thirty consecutive nights, then replaced by others with equal success. She afterward appeared in English opera at the Bowery Theatre, opened for the first time in October, 1828. The country was, however, too young to support art and the enterprise was abandoned.

Other attempts were made to permanently establish Italian Opera here with like result. The Academy of Music opened in 1855 with hopes of success, proved a failure and it was many years afterward before grand opera found a local habitation here. It was at this period that marble began to be used for building purposes, but so strong was the prejudice against its use that when the American Museum, the first marble-fronted building in this city after the City Hall, was built in 1824, not a workman could be persuaded to put up the edifice, and as a last resort, a convict was pardoned out of the State Prison at Sing Sing on condition that he would perform the work. This museum was built by John Scudder, who removed his collection thither from the rooms which he had formerly occupied in the New York Institution. It remained in his hands and those of his heirs until 1840, when it was purchased by P. T. Barnum, who soon after added to it the collection of Peale's New York Museum, located in Broadway near the corner of Murray Street, which had been purchased of the proprietor in 1838 by the New York Museum Company.

In 1825, the erection of the Merchants' Exchange in Wall Street was commenced and finished in 1827, when the Postoffice was removed to the Rotunda, where it remained until its destruction by the conflagration of 1835. The New York University and the Masonic Hall in Broadway were also erected about the same time.

In 1832, New York, now freed from the periodical ravages of yellow fever by the strict enforcement of quarantine regulations, was visited for the first time by the Asiatic cholera, which raged to a fearful extent, almost depopulating the city and creating a universal panic among the inhabitants. It returned two years after, modified in violence, then disappeared entirely until 1849, when it

Strange Oppo-  
sition to Marble  
for Building



Stone Bridge, 1794  
Corner Broadway and Canal Streets





## HUDSON-FULTON CELEBRATION

broke out early in summer, raged until late autumn and once more appeared in 1855.

One of the most important events in the history of this era in its bearings upon the city as well as the whole country, and the establishment of the penny press; an institution which opened the way for cheap literature, and, by placing the daily journals within reach of every citizen, disseminated general knowledge, and tended emphatically to make of our people what they are now acknowledged to be—the greatest reading nation of any on the globe.

Establishment  
of the  
Penny Press

At this time, there were about fifty daily, weekly, semi-weekly and monthly journals in New York. The dailies were sixpenny journals and were distributed to regular subscribers. Newsboys were unknown and though upon the occurrence of some unusual event a hundred extra copies were sometimes struck off in view of a possible outside demand, the chances for the sale of these were so hazardous, that few of the distributors cared to take the trouble and responsibility of offering them for sale. On the 29th of October, 1832, the *New York Globe*, a two-cent paper, was issued by James Gordon Bennett, but the experiment proved unsuccessful, and the paper expired just one month after the date of its birth.

The idea of the possibility of a penny paper first originated in the brain of Dr. Horatio David Sheppard, a young medical student, rich in hopes but lacking in money, who vainly endeavored to persuade his friends of the feasibility of the scheme. Convinced as he was that a spicy journal, offered everywhere by boys at the low price of one cent, would be brought up by the crowd with avidity, he found the idea scouted by all the journalists of the city to whom he in turn applied, and when he finally succeeded in prevailing upon Horace Greeley and Francis Story, who were on the point of setting up a printing establishment, to print his paper and give him credit for a week, he could only secure their co-operation by fixing the price at two cents per copy. On the 1st of January, 1833, he issued the *Morning Post*, his projected paper, in the midst of a violent



RESIDENCE OF CHIEF JUSTICE JAY, BEDFORD 1775

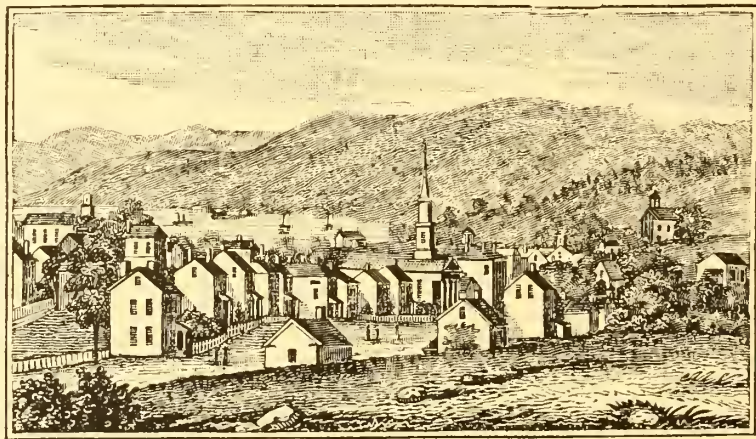
## HISTORICAL SOUVENIR

snow-storm, which checked the sale and disheartened the few newsboys engaged in the enterprise. At the end of the first week, he met the promised payment, during the second, his receipts scarcely covered half his expenses, and at the expiration of the third, the young printers, themselves almost destitute of capital finding him wholly unable to meet his engagements, were compelled to refuse him further credit, and thus to stop the publication of the paper. Discouraged at his ill success, Dr. Sheppard abandoned the ranks of journalism and returned to his profession.

The idea fell into other hands. On the 3d of September, 1833, Benjamin H. Day, who, in 1829, had commenced the publication of the *Daily Sentinel*, which he afterward sold to George H. Evans, issued the *Sun*, the first penny paper ever published in New York.

The year 1835 will long be remembered as the era of the most fearful conflagration that ever devastated the city of New York. The fire broke out on the night of the 16th of December, in the lower part of the city. The night was intensely cold—colder than any that had been known for half a century; the little water that could be obtained froze in the fire-hose before it could be used, the buildings were mostly old and wooden; in short, everything favored the work of destruction. The flames raged fiercely for three days, completely laying waste the business part of the city, and consuming 648 houses and stores with \$18,000,000 worth of property, among which were the marble Exchange in Wall Street, hitherto deemed fire-proof, and the South Dutch Church in Garden Street. Some buildings were finally blown up by gunpowder by order of the mayor and the work of ruin was thus arrested. But the destruction had been fearful, and not less terrible were the consequences. Unable to meet the heavy demands of the sufferers, the insurance companies unanimously suspended payment, and the city seemed almost beggared at a blow.

Fire and  
Financial  
Panic Cause  
Distress



EARLY VIEW OF PEEKSKILL FROM THE EAST



## HUDSON-FULTON CELEBRATION

Close upon this calamity followed the commercial distress of the winter of 1837, which succeeded the suspension of the United States Bank. For a time the business world seemed utterly paralyzed, bankruptcy followed bankruptcy in quick succession, and ere long the banks of the State unanimously suspended payment for one year, having been authorized to do so by the State Legislature. But the elasticity of the city was not long depressed by these misfortunes; a reaction took place before many months had passed, and business revived more briskly than ever.

On the 23d of April, 1837, the attention of the citizens was aroused by a new event, which was fraught with interest to the mercantile portion of the community—the arrival from England of the steamships "Sirius" and "Great Western," the first ocean steamers ever as yet seen in the harbor of New York. This new bond of union between the Old World and the New was hailed with an enthusiasm scarcely equalled by that displayed on the announcement of the success of the Atlantic cable, and schemes were at once projected by the busy speculators for the establishment of a line of steamers between the continents, which were realized a few years after by the Cunard and the Collins lines.

In 1835 the question of an adequate water supply agitated the city, and the Croton Aqueduct measure was carried by popular vote. The work was at once commenced at a distance of forty miles from the City Hall, and about five miles from the Hudson River, where a dam was thrown across the Croton River, creating a pond five miles in length, covering an area of four hundred acres, and containing 500,000,000 gallons of water. From this dam, the aqueduct proceeded, now tunnelling through solid rocks, then crossing valleys by embankments and brooks by culverts until it reached the Harlem River, which it crossed by the magnificent High Bridge. The work was completed July 4th, 1842, and was considered one of the greatest engineering feats of the age.

**Building  
of the  
Croton  
Aqueduct**

On the 19th of July, 1845, another great fire, second only to its ravages to that of 1835, broke out in New Street in the vicinity of Wall, and burned in a southerly direction to Stone Street, laying waste the entire district between Broadway and the eastern side of Broad Street, and consuming several million dollars' worth of property.

The night of May 10th, 1849, was the occasion of the famous Astor Place riot.

The native American party was at this time powerful in the city, and a strong prejudice existed among the populace against every one branded with the stamp of foreign birth. The open rivalry between Edwin Forrest, the favorite American tragedian, and the English actor, Macready, was made the occasion for a popular outbreak, while the latter was performing *Macbeth*, in compliance with an invitation, at the newly-erected Astor Place Opera House, the mob surrounded the building and attempted to hinder the performance of the play. A scene of violence ensued, and the mayor was finally compelled, as a last resort to call out the military, and order them to fire upon the rioters. The volley was suc-

**The  
Astor Place  
Riots and  
the Panic  
of 1857**

## HISTORICAL SOUVENIR

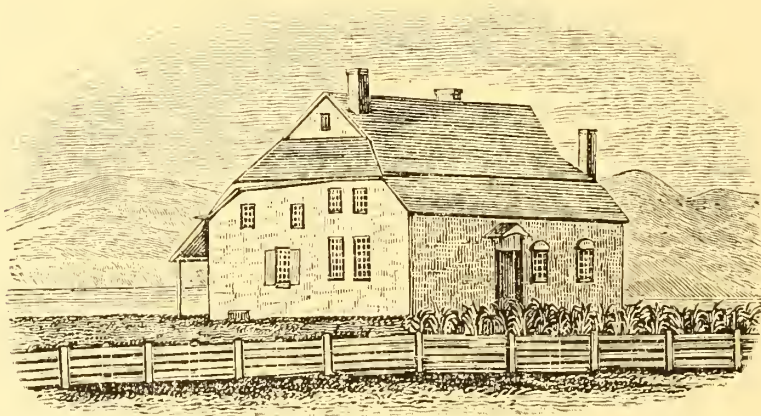
ceeded by a sharp encounter, in which the mob assailed the soldiers in turn, wounding nearly one hundred and fifty of their number, and killing several.

On the 14th of July, 1853, the World's Fair for the exhibition of the Industry of all nations was opened at the Crystal Palace, in Reservoir Square. On the 5th of October, 1858, the Palace was destroyed by fire, together with the rich collection of the Fair of the American Institute.

On February 5th, 1856, was consummated the purchase of the land for Central Park, at a cost of \$5,444,369.90.

The year of 1857 was marked by one of the worst panics the city had ever known. The suffering being unprecedented among the unemployed, many of whom died from exposure and starvation.

In August, 1858, news reached the city of the successful laying of the Atlantic Cable, under the supervision of Cyrus W. Field.



WASHINGTON'S HEADQUARTERS, NEWBURG

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## CHAPTER THE ELEVENTH

# THE DISSENSIONS THAT OCCURRED PREVIOUS TO THE WAR OF THE REBELLION AND THE MOVEMENT TO ESTAB- LISH AN INDEPENDENT COMMONWEALTH

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**W**HEN the question that agitated the country previous to 1861 made war between the North and South inevitable, a wide dissension arose in the city. Many favored the South, and in January, 1861, Mayor Fernando Wood proclaimed secession to be "a fixed fact," and proposed that an independent commonwealth to be called "Tri-Insula" be formed out of Manhattan, Long and Staten islands.

This proposition was, however, frowned upon and the city remained loyal to the Union and gave hearty support to the Northern cause, sending to the front 116,382 soldiers at a cost of about \$14,500,000.

In July, 1863, the Draft Riots, covering a period of three days, occurred. During this time business was entirely suspended while property valued at \$1,500,000 was destroyed and 1,000 lives were lost.

In 1871, the concerted movement against the "Ring," which for years had controlled municipal affairs, and had robbed the city of \$20,000,000, led to the conviction of the chief malefactors and the "Ring" was effectually broken up.

An effort to corner gold in 1869 led to the financial panic which has become the world famous "Black Friday." This was on September 24th, when gold was quoted at 162 1-2. This panic caused much trouble in the financial district, many firms succumbing, but the panic of 1873 caused the greatest suffering in the city. On May 24th, 1883, the Brooklyn Bridge was formally opened, and in 1886 the Bartholdi Statue of Liberty was unveiled.

During its long and eventful history, New York City has been the scene of some very notable processions and demonstrations, among which was the reception to Lafayette in 1824, the celebration of the opening of the Erie Canal in 1825, the funeral procession of President Lincoln, April 25th, 1865, and of General Grant, August 8th, 1885; the laying of the Atlantic Cable in 1858; the opening of the Brooklyn, Williamsburg and the Queensboro bridges, the Centennial celebration of Washington's inauguration as President of the United States, in 1889; the Columbian Celebration of October, 1892 and April, 1893; the reception of the Santiago fleet in 1898 and the Dewey reception in 1899.

All these, however, pale into insignificance when compared with the magnitude of the Hudson-Fulton celebration, which commemorates the 300th anniversary of the settlement of Manhattan Island in 1609, and of the introduction of steam for purposes of navigation by Robert Fulton.

## HISTORICAL SOUVENIR

For a long time after the Civil War, the city suffered from the effects of not only that long struggle, but from the financial disturbances that preceded and followed it, so that commerce was crippled and the onward march of progress retarded. But a city with a spirit born of iron hardihood and privation could not be permanently checked and the onward march, that will eventually make it the metropolis of the world, was resumed with renewed vigor. Vast real estate operations became common and large buildings of ornate construction, were everywhere being constructed.

In keeping with the march of progress and to utilize the value-increasing space of the city proper, the modern sky-scraper of skeleton construction was conceived. This was the Tower Building, No. 50 Broadway, which is the earliest example of this style of building in the United States, and probably in the world. It was designed by Bradford Lee Gilbert, and upon its front the Society of Architectural Iron Manufacturers of New York have placed a tablet commemorating the erection as the "earliest example of steel construction in which the entire weight of the walls and floors is borne and transmitted to the foundations by a framework of metallic posts and beams."

The Tower Building is but fifteen stories high but its erection turned attention to the utilization of space and led to the framing of building laws that made the Metropolitan Building with its fifty stories; the Singer Building with its forty-one stories, and scores of other lofty structures, possible.

If the great sky-line of New York staggers the imagination, what of the marvellous network of pipes and wires and tunnels under the streets? The separate wires buried under the pavements of the metropolis would reach twenty times around the world. There is more than \$12,000,000 worth of copper in them. Single cables carry a thousand wires. With thousands of wires under the street and hundreds of wireless stations on the roof tops, millions of messages are whispered underground or overhead every day, and news comes trembling through the atmosphere from distant ships and continents.

Down beside the myriad electric channels hidden under the city rushes a daily supply of about 480,000,000 gallons of sparkling water, of which 325,000,000 gallons come from a clear mountain lake through two aqueducts, one of them tunneled through rock and earth for twenty-eight miles. New Yorkers pay their city \$11,000,000 a year for drinking water.

It takes 10,000,000 pounds of food a day to supply the city. There are about 100 theatres, 1,300 churches and nearly 10,000 saloons. In the midst of this rushing life 105,533 cases of contagious diseases are reported in a year.

On and over and under the streets of New York are 865 miles of surface, subway and elevated railway tracks, owned by one corporation and capitalized in stocks and bonds at a well-nigh incredible sum of \$701,135,911.



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## CHAPTER THE TWELFTH

# NEW YORK'S POSITION AMONG THE CITIES OF THE WORLD. ITS POPULATION AND MUNICIPAL INSTITUTIONS.

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**I**N the three hundredth year of its existence, New York is undoubtedly the greatest city in the world. There are others that outrank it numerically, but population, merely a question of natural increase in the old world centres, cannot be used as a standard of measurement for this city's greatness.

London, Paris and Berlin, all of which date from periods when man was just emerging from a primeval state are centuries older than the Metropolis of the New World, yet New York has attained a population infinitely greater than any of these when the question of age is considered.

In finance, power has been attained that makes itself felt in every corner of the globe, and its commerce reaches wherever a civilized people exists.

It is a city of many races and it is here that mankind can be studied in every conceivable phase. It is the only thoroughly cosmopolitan city on the American continent, and its powers of amusement and entertainment are therefore manifold. There is no city in the world of such vastly developed interests. It is in reality a composite in which the solidity of London and the frivolity of Paris are blended with the vigor and vim of the pushing American. Though imbued with business instinct and the overwhelming desire to accumulate riches, its people lay aside all business troubles with the close of the business day, fling themselves into the festivities of the night with an abandon that gives the city the appearance of a continental resort during the festal season.

It is bewildering, overwhelming, this city of many tongues and many bloods, where a procession of fifty thousand Roman Catholics recently marched through festal streets to their great cathedral—although it was once a crime punishable by death for a "popish priest" to enter New York—and eight hundred thousand Jews abide and flourish where once no Jews might vote.

There are nearly 10,000 policemen and nearly 3,200 miles of streets. Their pay alone amounts yearly to \$12,865,258. They made 244,822 arrests last year. To clean the streets they guard costs \$7,418,290 for a single year.

The parks of this amazing city cover fourteen square miles, including some of its choicest ground. It is said that they contain more than 2,500,000 trees and are valued at \$1,500,000,000. In other words, the parks owned by New York City contain more land than the big city of Rochester, and could be sold for enough to pay the entire national debts of Holland, Switzerland, Sweden and Turkey.

## HISTORICAL SOUVENIR

Think of a city that has built 514 school houses at a cost of about \$100,000,000, and that has more than 16,000 teachers and superintendents educating 651,000 children, the salaries alone being \$17,581,000 a year! The Department of Education will spend in a single year \$27,470,736.

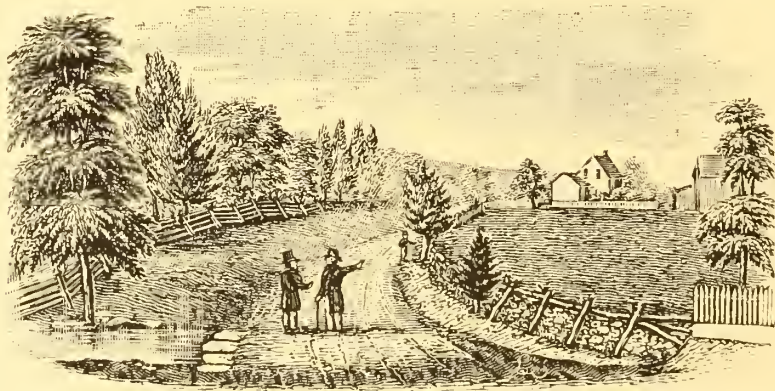
Greater New York embraces an area, of 309 square miles, made up of Queens, 124 square miles; Brooklyn, 66 square miles; Richmond, 57 square miles; the Bronx, 40 square miles and Manhattan, 22 square miles. There are upward of 1000 churches in the city and the number of schools is 500. The clubs of the city number over 200 and the same number of hotels is necessary for the entertainment of the city's permanent and transient guests, while 58 daily newspapers, 95 weekly and 72 monthly publications are necessary for the enlightenment and amusement of the vast city.

New York arose to commercial supremacy in the 19th century, its rise being due to its central location on the Atlantic seaboard and its excellent harbor. The State's early endorsement and support of inland waterways has had much to do with the city's progress along trade lines, as an avenue which reaches the West and Northwest by way of the Great Lakes, has been opened that makes New York City the natural point of shipment of the immense output of that vast territory.

The entire water front of Manhattan, 22 miles, is deep enough to admit of heavy shipping and the local frontage of the greater city is several times this; in Brooklyn, the docks extend along that portion of the shore opposite the lower end of Manhattan and farther south in Gowanus Bay.

In 1900 the total capital invested in manufactures in New York City was \$921,876,000 and the value of the product aggregated \$1,371,358,000.

The first charter of Greater New York went into effect January 1, 1898, but it was found defective in several important respects and in 1901 the charter was amended by the Legislature.



EARLY VIEW OF THE PLACE WHERE ANDRE WAS TAKEN PRISONER

## HUDSON-FULTON CELEBRATION

The fire department of the city has a force of upward of 4,000 men with about 170 engine companies.

Manhattan and the Bronx have an excellent water supply, derived from the Croton River, supplemented by the Bronx and Byram rivers. There are seven reservoirs storing 71,800,000,000 gallons of water while an additional 2,900,000,000 gallons can be drawn from the small lakes included in the Croton River basin. Two additional storage reservoirs having a capacity of 23,000,000,000 gallons are now under construction. The water is brought from the old Croton aqueduct, having a daily capacity of 73,000,000 gallons, and the new Croton aqueduct built 1885-92, capable of delivering 300,000,000 gallons per day. The average consumption of water was in 1905, 312,000,000 gallons per day.

**Fire  
Department  
and Water  
Supply**

The Brooklyn water supply is obtained from local streams and wells, the consumption being about 120,000,000 gallons each day.

The population of New York is exceeded only by London among the cities of the world, and this wonderful growth occurred almost entirely in the nineteenth century, the city at this period growing at a rate never before equalled in the history of the world. In colonial times both Boston and Philadelphia outranked New York. The population was in 1790, 33,131; in 1800, 60,515; 1810, 96,373; 1820, 123,706; 1830, 202,589; 1840, 312,710; 1850, 515,477; 1860, 805,658; 1870, 942,292; 1880, 1,206,299; 1890, 1,515,301; and in 1906, after the creation of Greater New York, the Federal estimate was 4,113,043. Of this number 2,153,495 were in the Borough of Manhattan, 285,809 in the Borough of the Bronx, 1,392,811 in the Borough of Brooklyn, 206,806 in the Borough of Queens and 74,122 in the Borough of Richmond. The suburban radius within 25 miles of the City Hall contains a population of nearly 5,000,000, mostly composed of people who derive their means of livelihood from Greater New York.

**The Population  
of the City**

The housing of Manhattan's immense population is a great problem. The density of population is 129.2 to the acre in the borough as against 16.63 in Chicago. The greatest density is on the East Side in the Eighth Assembly District where an area of 98 acres contained in 1900 a population of 735.9 to the acre.

Since that time steps have been taken to remedy the congestion. New York has always been a cosmopolitan city. According to the census of 1900 the foreign born residents of Manhattan totalled 41.5 per cent of its population, the immigration being represented in order of prominence by Germans, Irish, Italians, Russians, Bohemians, Hungarians and Austrians, Polanders, English, Scotch and Welsh—the Austria-Hungary, Russia and Poland immigrants being almost wholly Jews. Of the total population the females predominated, there being 1,731,497 and but 1,705,705 males.

**Receipt and  
Expenditure of  
Municipal Cash**

The receipts and expenditures of New York City in 1905 was more than four times greater than those of any other American city and exceeded the budget of any other city in the world.





The American Exchange National Bank Building of the City of New York



## HUDSON-FULTON CELEBRATION

The total income was \$171,095,520 which included the sum of \$1,449,677 received from the State for schools. Of this amount \$86,322,381 was collected from property taxes; \$5,991,390 from liquor licenses; \$6,963,386 from special assessments; \$9,570,812 from water rates and \$3,385,228 from docks and wharves.

The total expenditures were \$95,394,062 for maintenance and operation and \$72,085,358 for construction and capital outlay other than loans repaid. The principal items of expenditure for maintenance and operations were: schools, \$22,109,834; interest on debt, \$16,730,134; police department, \$12,120,872; fire department, \$6,003,311; hospitals, asylums, almshouses and other charities, \$5,828,441; water works, \$3,518,066.

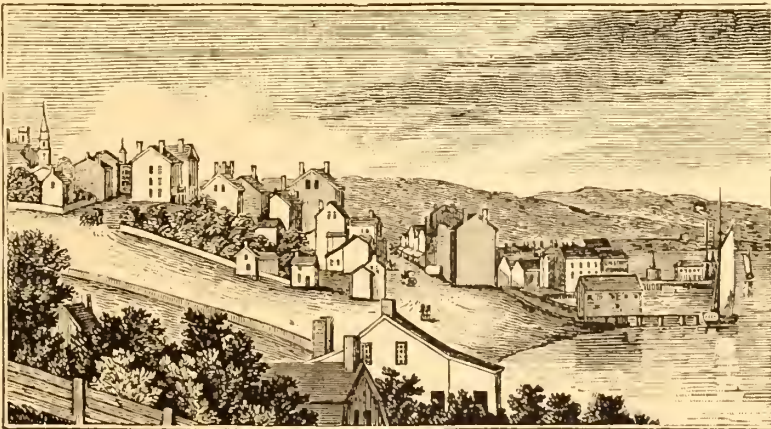
The principal items for construction were: streets, \$12,793,102; schools, \$12,988,583; bridges, \$5,887,137; water works, \$4,179,379 and docks and wharves, \$7,813,159.

There is a bonded debt of some \$600,257.813 and a floating debt of \$5,400,367, and against this indebtedness there is a sinking fund of \$172,119,154.

The legal borrowing limit exclusive of the water debt is 10 per cent of the assessed valuation, which is now in Greater New York, \$7,250,500,000, of which 6,807,179,704 is in realty and \$443,320,885 in personal property. Of this total \$4,946,648,920 is assigned to Manhattan and \$476,063,679 to the Bronx.

The commerce of New York based on the latest attainable figures showed that it is six times greater than that of the next largest port. The imports running to over \$700,000,000 and the exports to over \$600,000,000. New York has practically a monopoly of the trade between Europe and the Great Lakes, and Northwestern territory, and imports the bulk of manufactured goods. It leads in the import of sugar, cotton, linen and jute goods, jewelry, and precious stones, chemicals, coffee, cocoa and tobacco. It exports most of the machinery and a large part of the copper.

**The Commerce  
of the Port**



EARLY VIEW OF NEWBURG FROM THE SOUTH

## HISTORICAL SOUVENIR

New York's most important industry is the manufacture of clothing. Sugar and molasses refining ranks second in value of product, while the printing and publishing business is far in excess of other American cities. New York has no rival in the variety of its highly finished manufactured articles.

### The Problem of Passenger Transportation

In a city of such vast population the problem of passenger transportation naturally offers great difficulties. The wholesale houses being in the lower section of the city and the retail district in the middle, the transportation of wage earners to their homes which lie in the upper end and the surrounding regions across the waterways leads to great crowding and discomfort during the "rush" hours. Nearly all the thoroughfares have car lines leading north from the business district so the limit of surface transportation was long ago reached.

To meet these conditions the question of elevated railroads was taken up over forty years ago, and resulted in the building of the Ninth Avenue line which was opened in 1870, from the battery to Fifty-ninth Streets, and since extended to the Harlem district. The Sixth, the Second and Third avenue lines quickly followed, but so great was the increase in travel that these were soon found inadequate, and in 1886 the cable system was introduced, but in 1898 the underground electric trolley supplanted it.

### Installation of the Subway System

It had for years been admitted that the only solution to the problem of quickly handling the immense crowds was the underground railway and in January, 1900, a contract was awarded to build an underground system from one end of Manhattan to the other with a branch at 104th Street, to the Bronx. Work was begun the following March, and the road runs from the northern limits of the city and under the East River to Brooklyn.

So successful was this system in relieving congestion that others were planned, and during the present year the Hudson Tunnel, though not thoroughly completed, has been opened to travel. This tunnel is intended to bring the various railroad stations into communication with contiguous territory and avoid the necessity of using the ferries in suburban travel. At present its trains run from Sixth Avenue and 23rd Street, and intermediate stations to Jersey City, Weehawken and Hoboken. It has two distinct systems under the Hudson River and will eventually connect the Grand Central with all the other railroads, and the New Jersey towns within the New York suburban zone.

The ferry system between Manhattan and the surrounding region is also an important factor in the transportation question. There are several lines to Brooklyn and Jersey City, while lines also connect with Hoboken, Weehawken, Fort Lee, Staten Island, and other points.

The construction of the Brooklyn Bridge in 1883, would, it was thought, forever settle the transportation problem as far as communication with Brooklyn was concerned, but while it helped some it was soon found inadequate, and in 1896 the Williamsburg Bridge was built. This structure, while of immense capacity, served for a time to relieve the congestion, and again relief was sought. This will be provided by the Manhattan Bridge now nearing completion. All

## HUDSON-FULTON CELEBRATION

these bridges are wonders in construction and rank with structures of similar character in any part of the world.

During the present year the Queensboro Bridge, probably the finest ever erected, was completed.

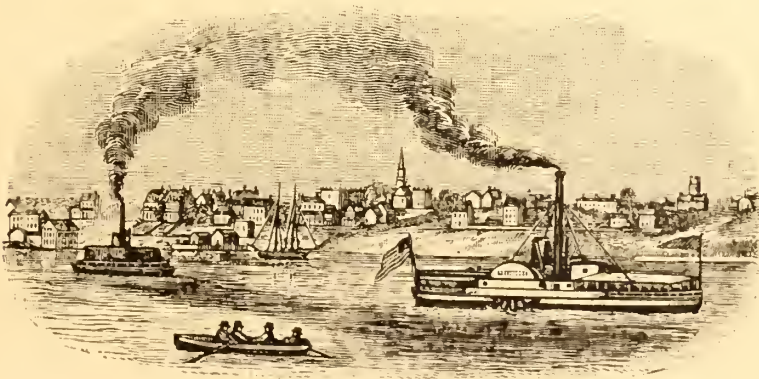
The bridge and approaches extend from the easterly side of Second Avenue between 59th and 60th Streets, Manhattan, to the westerly side of Crescent Street at Jane Street, in Queens. The Queens Plaza extends from Crescent Street to Jackson Avenue. The cost of the property acquired by the city for the approaches was \$3,400,000 in Manhattan and \$1,000,000 in Queens, the total cost of the entire bridge being \$12,600,000.

There are only four bridges in existence, one of the cantilever type and three of the suspension type, of longer span than that over the west branch of the East River. The cantilever is the Firth of Forth Bridge in Scotland, which has a span of 1,710 feet. The three suspension bridges are the ones in New York City over the East River.

The Queensboro Bridge is 7,449 feet long, having in addition a plaza on the Queens side of 1,152 feet. The Manhattan approach is 1,052 feet long, the main bridge 3,724½ feet and the Queens approach 2,672½. The main bridge consists of two cantilever spans, two anchor spans and the span over Blackwell's Island. The Manhattan anchor arm is 469½ feet long; the cantilever span over the west branch of the East River is 1,182 feet; the Blackwell's Island span, 630 feet; the cantilever span over the east branch of the East River 984 feet, and the Queens anchor arm 459 feet.

It was opened June 12th with a great demonstration, the people of Queens devoting an entire week to festivities in honor of the event.

Just how long these mammoth bridges and subways will serve to keep down travel congestion is a problem. The city is growing rapidly, and is destined to become the greatest on earth; so that in working out transportation lines the authorities have not only the present, but future conditions to figure on.



EARLY VIEW OF WILLIAMSBURG, 1817

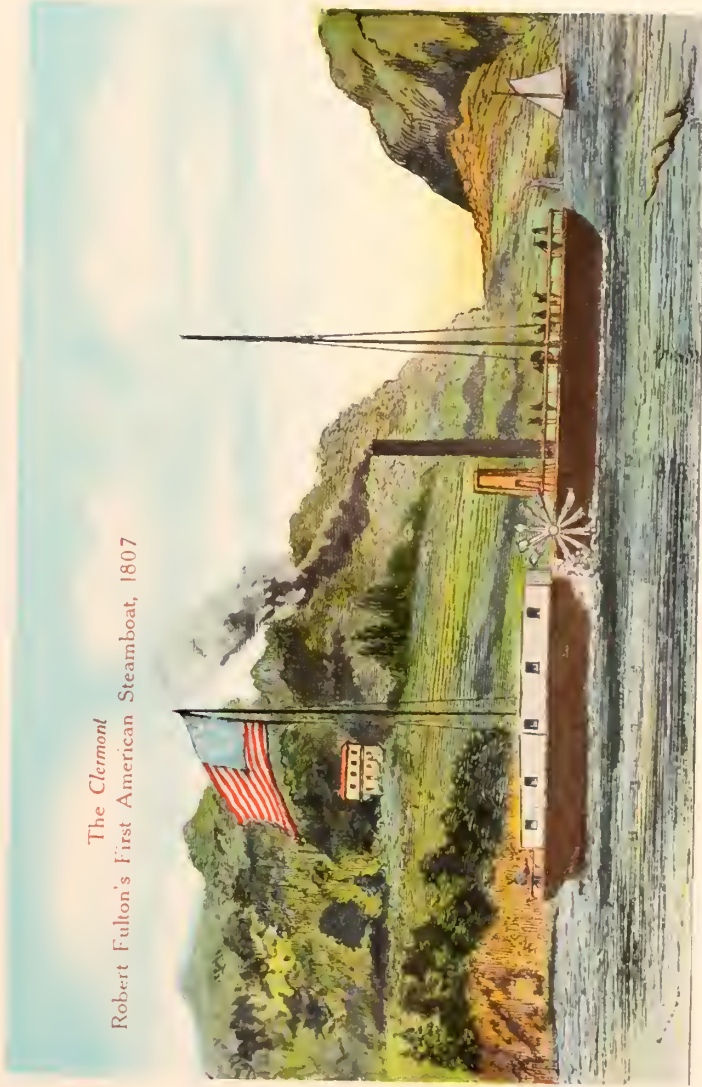




The New York Chamber of Commerce



*The Clermont*  
Robert Fulton's First American Steamboat, 1807





# Brief Chronological History of Important Events in the Settlement of New York

From the Earliest Records to the Present Day

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- 1524 Verrazzano, a Florentine, discovers the harbor of New York.
- 1609 Henry Hudson, an Englishman, sails up the river that bears his name.
- 1611 Champlain, a Frenchman, discovers the lake which bears his name.
- 1614 The Dutch build a fort and trading house at New York and at Albany.
- 1616 Kingston first settled.
- 1619 Dermer, an Englishman, the first who sailed through Long Island Sound.
- 1620 The Dutch West India Company established.
- 1623 Pearl street formed, the first street ever made in New York.
- 1629 Wouter Van Twiller, the Dutch governor, arrived in New Amsterdam.
- 1630 Michael Paw, a Dutch subject, purchases Staten Island of the Indians.
- 1632 West end of Long Island began to be settled by the Dutch.
- 1633 The Dutch erect a small fort at Hartford, Conn.
- 1638 William Kieft succeeded Van Twiller as governor of New Netherland.  
War with the Swedes on the Delaware.  
Negro slaves introduced into New Netherland.
- 1639 The English settled at Oyster Bay: they were driven off by Gov. Kieft.
- 1640 The English settle Southampton, Long Island.
- 1642 The Dutch fort Hope at Hartford seized by the English.
- 1643 The New England colonies leagued against the Dutch and Indians.  
First church erected in New York.
- 1646 Battle between the Dutch and Indians at Horse Neck.
- 1647 Peter Stuyvesant arrives as the successor of Gov. Kieft.
- 1650 Gov. Stuyvesant arriving at Hartford, demands a surrender of the lands on Connecticut River.
- 1654 The tract now Westchester County, purchased of the Indians by T. Pell.
- 1655 Fort Casimer on the Delaware captured from the Swedes.
- 1663 Hostilities with the Indians near Esopus (Kingston).
- 1664 Charles II grants New Netherland to the Duke of York.  
Col. Nichols, with an armed force, compels Gov. Stuyvesant to surrender New Amsterdam to the English, which now is named New York.

## HISTORICAL SOUVENIR

- 1665 New York incorporated: Thomas Willet the first mayor.  
John Shute licensed to teach the English language at Albany.  
Town and county rates paid in beef and pork.
- 1666 The French from Canada send an expedition against the Mohawks.
- 1667 Col. Francis Lovelace succeeds Col. Nichols as governor.
- 1668 A carriage road from New York to Harlem ordered to be made.
- 1669 Gov. Lovelace institutes horse races at Hempstead, L. I.  
Catharine Harrison accused of witchcraft: tried by the Assizes.  
The New England Indians unsuccessfully invade the Mohawks.
- 1672 The first Friend, or Quaker, preached in New York.
- 1673 War with Holland: New York surrendered to the Dutch.  
Anthony Clove appointed governor, surrendered to the English the next year.  
First post-rider between New York and Boston made a trip once in three weeks.  
Fort Frontenac built at Ontario.
- 1675 Edmund Andros appointed governor of New York.
- 1676 Price of grain fixed by the governor: winter wheat 5s., summer wheat 4s. 6d. per bushel.
- 1679 No bolting mills allowed, or flour packed out of New York.
- 1682 The Duke of York's charter granted.
- 1683 Thomas Dongan arrives as successor of Gov. Andros.  
First Legislative Assembly of New York convened at Hempstead.  
None but freemen allowed to trade up Hudson River.
- 1684 M. de la Barre invades the country of the Five Nations.
- 1685 The Jews petition for liberty to exercise their religion: petition not granted.
- 1686 King James II forbids the use of printing presses in New York.  
City of New York pays 10 per cent. interest for borrowed money.  
Albany incorporated a city.
- 1687 M. Denonville with 2000 French and Indians marches against the Senecas.
- 1688 New York and New Jersey added to the jurisdiction of New England.
- 1689 The Five Nations make a descent on Montreal.  
Accession of William and Mary: Leisler seizes the fort at New York.
- 1690 Schenectady destroyed by the French and Indians.
- 1691 Col. H. Sloughter arrives as governor of the province of New York.  
Leisler and Milborn executed for high treason.  
First General Assembly convened in New York consisted of 17 members, April 9th.  
French settlements on Lake Champlain invaded by Maj. Schuyler.  
The Duke's laws ceased, provincial laws began.
- 1692 Col. Benjamin Fletcher arrives as governor.



## HUDSON-FULTON CELEBRATION

- 1693 An Episcopal Church established in New York.  
Count Frontenac makes an incursion into the Mohawk country.  
Gov. Fletcher attempts the command of the militia of Connecticut.
- 1694 Treaty with the Five Nations at Albany.  
Capt. Kidd, the pirate, committed depredations on the coast about this period.
- 1696 Count Frontenac marches against the Five Nations.  
About 6000 inhabitants in New York City at this period: complaints of great scarcity of bread.
- 1698 Richard, Earl of Bellamont, arrives as governor.
- 1699 Captain Kidd arrested at Boston: his money, buried at Gardiner's Island, secured.
- 1700 The Legislature passed a law to hang every Popish priest who entered the province to entice the Indians from their allegiance.
- 1701 A court of chancery organized in New York.  
Lord Cornbury arrived as governor.
- 1702 Great sickness in New York: General Assembly held at Jamaica.
- 1707 Lord Cornbury prohibits the Presbyterians from preaching without his license.
- 1708 Lord Lovelace arrives as governor: he dies the next year.
- 1710 Col. Schuyler visits England with five Indian chiefs.  
Robert Hunter arrived as governor, with 3000 Palatines.
- 1711 £10,000 in bills of credit issued to aid the war in Canada.  
A slave market in Wall street, New York.
- 1712 Insurrection of negroes in New York: 19 of them executed.
- 1719 First Presbyterian church in New York founded.
- 1720 William Burnet (son of Bishop Burnet) arrives as governor.  
A tax of 2 per cent. laid on European goods imported.
- 1722 Trading house erected at Oswego.  
Congress held at Albany with the Six Nations.
- 1725 "New York Gazette," the first newspaper published in New York.
- 1728 Col. John Montgomery succeeds Gov. Burnet.
- 1729 The Society in London for propagating the Gospel in foreign parts present the City of New York a library of 1642 volumes.
- 1730 Jews' synagogue built in Mill street.
- 1731 Boundary between New York and Connecticut settled.  
The French erect a fort at Crown Point.
- 1732 William Cosby arrives as governor of New York and New Jersey.  
The first stage began to run between Boston and New York once a month: fourteen days on the journey.
- 1736 Gov. Cosby died: he is succeeded by George Clarke.
- 1738 The Mayor of New York refuses to obey the order for the impressment of seamen.



Broadway and Wall Street

## HUDSON-FULTON CELEBRATION

- 1741 Celebrated negro plot in New York suppressed.
- 1743 George Clinton arrives as captain-general and governor.
- 1747 Saratoga village destroyed by the French and Indians.
- 1750 A theatre established at New York.
- 1751 Treaty with the Six Nations at Albany.
- 1753 Gov. Clinton is succeeded by Sir Danvers Osborn, who commits suicide five days after his arrival: he is succeeded in the government by James De Lancy. Mild winter in this and the three following years—sloops went from New York to Albany in January and February.
- 1754 A plan for colonial union drawn up at a convention at Albany. King's College (now Columbia) founded in New York.
- 1755 Sir Charles Hardy arrives as governor.  
Provincial troops rendezvous at Albany: Fort Edward built.  
Battle of Lake George, September 8th: French defeated, Dieskau killed.  
Gen. Shirley arrives at Oswego August 21st.
- 1756 Fort Oswego taken and demolished by M. Montcalm August 14th.
- 1757 Fort William Henry taken by Montcalm August 9th.
- 1758 Gen. Abercrombie defeated at Ticonderoga July 8th with great loss.  
Fort Stanwix built where Rome now stands.  
Fort Frontenac taken by Col. Bradstreet August 27th.
- 1759 Ticonderoga taken by the English July 27th.  
Sir Wm. Johnson defeats the French at Niagara July 24th.  
Battle of Quebec, September 13th, Gen. Wolfe and Montcalm killed.
- 1760 Capitulation of M. de Vaudreuil at Montreal—entire reduction of Canada, September 8th.  
Baptist Church in Gold street, N. Y., erected.
- 1761 Cadwallader Colden, having assumed the government as President of the Council in 1760, is appointed lieutenant governor in August: is superseded by Gen. Robert Moncton in October of this year.
- 1763 Controversy with New Hampshire respecting boundaries commences.  
A Methodist chapel erected in New York.
- 1765 Congress of delegates from the colonies met in New York in October.  
Sir Henry Moore arrived as governor.
- 1766 Riots on the manor of Rensselaer, four persons killed, June 26th.  
Rev. Mr. Kirkland commences a mission among the Oneidas.
- 1767 Boundary of Massachusetts fixed at 20 miles east from Hudson River.
- 1769 Gov. Moore dies: the government devolves on Mr. Colden.
- 1770 John, Lord Dunmore, governor: he is succeeded in 1771 by William Tryon, the last of the royal governors.
- 1774 Difficulties with the settlers of the New Hampshire Grants.  
Ann Lee with a number of Shakers arrived at New York.

## HISTORICAL SOUVENIR

- 1775 Provincial Convention assembled at New York April 22d, and delegates to the Continental Congress appointed.  
Ticonderoga surprised and taken by Col. Allen May 10th.  
Provisional Congress at New York May 22d: Committee of Safety appointed.  
Gov. Tryon at New York for safety retires on board of a packet in October.  
Gen. Montgomery killed at Quebec December 31st.
- 1776 Gen. Schuyler disarms the royalists in Tryon County, in January.  
Royalists on Long Island disarmed by the Jersey militia.  
The fourth Provisional Congress assembled at White Plains: Declaration of Independence adopted July 9th.  
Lord Howe with 24,000 men lands at Gravesend, L. I., August 22d.  
Battle on Long Island, Americans defeated, August 27th.  
Gen. Washington retires from Long Island to New York August 30th.  
The British take possession of the City of New York.  
Great fire in New York, about 1000 buildings consumed, September 21st.  
Battle of White Plains October 28th.  
Gen. Arnold defeated on Lake Champlain October 13th.  
Fort Washington on the Hudson surrendered November 16th.
- 1777 Inhabitants of New Hampshire Grants declare themselves independent of New York, and that district a state by the name of Vermont in January.  
Convention at Kingston—State Constitution adopted April 20th.  
George Clinton appointed governor July 30th.  
Burgoyne invests Ticonderoga June 30th, St. Clair retreats.  
Gen. Burgoyne arrives at Fort Edward July 30th.  
Battle of Oriskany, Gen. Herkimer mortally wounded, August 6th.  
Battle of Bennington, British defeated, August 26th.  
Forts Montgomery and Clinton taken by the British October 6th.  
Battle of Stillwater, Gen. Frazer killed, October 7th.  
Surrender of Burgoyne at Saratoga October 17th.  
Kingston burnt by Gen. Vaughan in October.
- 1778 The legislature assembled at Poughkeepsie January 15th.  
Col. Baylor's troop surprised at Tappan August 28th.  
Cherry Valley burnt by the Indians and Tories November 11th.
- 1779 Capture of Stony Point by Gen. Wayne July 16th.  
British post at Paulus Hook surprised by Maj. Lee July 19th.  
Gen. Sullivan ravages the country of the Six Nations.
- 1780 Dark day commenced at New York, 10 o'clock a. m., May 19th.  
Sir John Johnson from Canada makes an incursion into Johnstown May 21st.  
The Indians under Brant ravage the Mohawk valley.  
Treason of Arnold: Andre taken September 23d, executed October 2d.  
Severe winter, harbor of New York frozen over.



## HUDSON-FULTON CELEBRATION

- 1781 Maj. Ross and Butler make an incursion into Johnstown, W. Butler killed.
- 1782 Sir Guy Carlton commander of the British in New York.
- 1783 New York evacuated by the British November 25th.
- 1784 First voyage from the United States to China by the "Empress of China" from New York, a ship of 300 tons, February.  
 Seat of State government removed to Albany.  
 Whitestown, near Utica, first settled by Hugh White from Connecticut.  
 University of the State of New York created: regents appointed.
- 1785 Hudson incorporated a city.  
 Congress of the United States met in the city of New York.
- 1786 The Genesee country granted to Massachusetts.  
 Bank of New York in operation.  
 First Catholic church built in the city of New York.
- 1787 Columbia College in New York incorporated.
- 1788 Doctors' mob in New York, occasioned by the dissection of dead bodies: several persons killed.  
 Cooperstown village laid out, incorporated in 1812.
- 1789 Washington inaugurated President in New York April 30th.  
 Vermont acknowledged an independent State.
- 1790 Genesee first settled by William and James Wadsworth.  
 Canandaigua first settlement commenced.
- 1792 Society to promote Agriculture, Arts and Manufacture established.  
 Bath first settled by Capt. E. Williamson.  
 Western Inland Lock Navigation Company incorporated.
- 1793 Auburn first settled by Col. Hardenbergh.
- 1794 Union College at Schenectady founded.  
 Geneva founded by Messrs. Annin and Barton.
- 1795 John Jay succeeds Mr. Clinton as governor.  
 Cazenovia village founded by Col. Linklaen from Amsterdam.  
 Baron Steuben dies at Steuben November 28th.
- 1796 Forts Oswegatchie and Oswego evacuated by the British.  
 Sloop Detroit, first American vessel on Lake Erie.
- 1798 Yellow fever in the city of New York from July to November.  
 Schenectady incorporated a city.
- 1800 Cayuga bridge, the longest in America, finished in September.
- 1801 George Clinton again elected governor.  
 Buffalo laid out by the Holland Land Company.  
 U. S. Navy Yard established in Brooklyn March 11th.  
 Holland Land Company open their first land office in Batavia.  
 Academy of Fine Arts founded.
- 1802 Military Academy at West Point established by Congress.  
 Sackett's Harbor first settled by A. Sackett, Esq.



Trinity Building

## HUDSON-FULTON CELEBRATION

- 1803 Yellow fever in New York, about 700 persons died: commenced about July 20th.
- 1804 Morgan Lewis elected governor: Gen. Philip Schuyler died: Alexander Hamilton killed in a duel with Aaron Burr.
- 1805 Harbor of Genesee made a port of entry.  
Yellow fever in New York, about 300 persons died.
- 1807 Fulton's steamboat first used on Hudson River.  
Daniel D. Tompkins governor.
- 1809 New York Historical Society established.
- 1812 Battle at Queenstown, Gen. Brock killed, October 13th.  
Hamilton College at Kirkland established.  
Rochester first settled.  
Maj. Young captures the first standard from the enemy at St. Regis October 22d.
- 1813 Lewistown attacked April 6th: York, U. C., taken April 27th.  
Ogdensburgh taken by the British February 21st.  
Fort George taken May 27th: Sackett's Harbor attacked May 29th.  
Perry's victory on Lake Erie September 10th.  
Fort George abandoned by the Americans December 10th.  
Fort Niagara captured by the British December 19th: Buffalo burnt.
- 1814 Fort Oswego taken by the British May 6th: Fort Erie taken by Gen. Brown July 3d: Battle of Chippewa July 5th: Battle of Bridge-water July 25th: Fort Erie attacked by the British August 14th.  
Battle of Plattsburg, British fleet on Lake Champlain taken, September 11th.
- 1815 Robert Fulton died suddenly in New York February 24th.
- 1816 American Bible Society formed in New York.  
Auburn State Prison commenced.  
Troy incorporated a city: West Point Foundry established.
- 1817 Erie Canal commenced July 4th, near Utica.
- 1818 First steamboat (Walk in the Water) on Lake Erie built at Black Rock.
- 1819 Jemima Wilkinson, "the Universal Friend," dies at Jerusalem, Yates County.  
Hamilton Literary and Theological Seminary founded.  
De Witt Clinton elected governor.
- 1820 Auburn Theological Seminary incorporated.
- 1821 Harbor of New York closed by ice in January.  
Lockport founded, incorporated in 1829.  
Troy Female Seminary established.
- 1822 Yellow fever in New York, about 2500 persons died.

## HISTORICAL SOUVENIR

- 1823 Joseph C. Yates elected governor.  
Champlain Canal completed: it was commenced in October, 1816.  
New State Constitution went into operation January 1st.  
Hudson River steamboat monopoly dissolved by the Supreme Court of the United States.
- 1824 De Witt Clinton re-elected governor.  
Gen. La Fayette arrives in the harbor of New York August 13th.
- 1825 New State Prison commenced at Sing Sing.  
Syracuse village incorporated.  
Geneva College incorporated.  
Completion of the Erie Canal October 26th: grand celebration in New York November 4th.  
Delaware and Hudson Canal commenced, finished in 1829.
- 1826 Abduction of Wm. Morgan September 11th: anti-Masonic excitement commenced.  
American Seamen's Friend Society instituted.
- 1828 De Witt Clinton died suddenly at Albany, February 11th.  
Oswego Canal completed: commenced in 1826.
- 1829 Martin Van Buren governor; after being in office three months he resigned, and was succeeded by Enos T. Throop.  
Safety Fund Act passed April 2d.  
American Institute of the city of New York, for the promotion of Domestic Industry and the Advancement of the Arts, established.  
Explosion of the Steam Frigate Fulton, Brooklyn, June 4th, 26 persons killed.  
John Jay died at Bedford.
- 1830 Literary Convention at New York on education October 20th.  
Col. Marinus Willett died at New York August 3d, aged 90 years.  
Elias Hicks, a celebrated preacher among the Friends, died.  
Joseph Smith publishes the "Book of Mormon" at Palmyra.
- 1831 President James Monroe died in New York July 4th.  
University of the City of New York incorporated April 18th.  
Tariff Convention at New York, 500 delegates, October 26th.
- 1832 Brooklyn and Jamaica Railroad incorporated April 25th.  
The cholera breaks out in New York June 27th, continued till October 19th; upwards of 4000 persons died.  
Utica and Buffalo incorporated as cities.  
Hudson River open to Albany January 5th.  
Red Jacket, a celebrated Seneca chief, died January 20th, near Buffalo.
- 1833 William L. Marcy governor.  
Chemung and Crooked Lake Canal completed.  
Chenango Canal commenced.  
Grand Island sold by the State to the East Boston Company.



## HUDSON-FULTON CELEBRATION

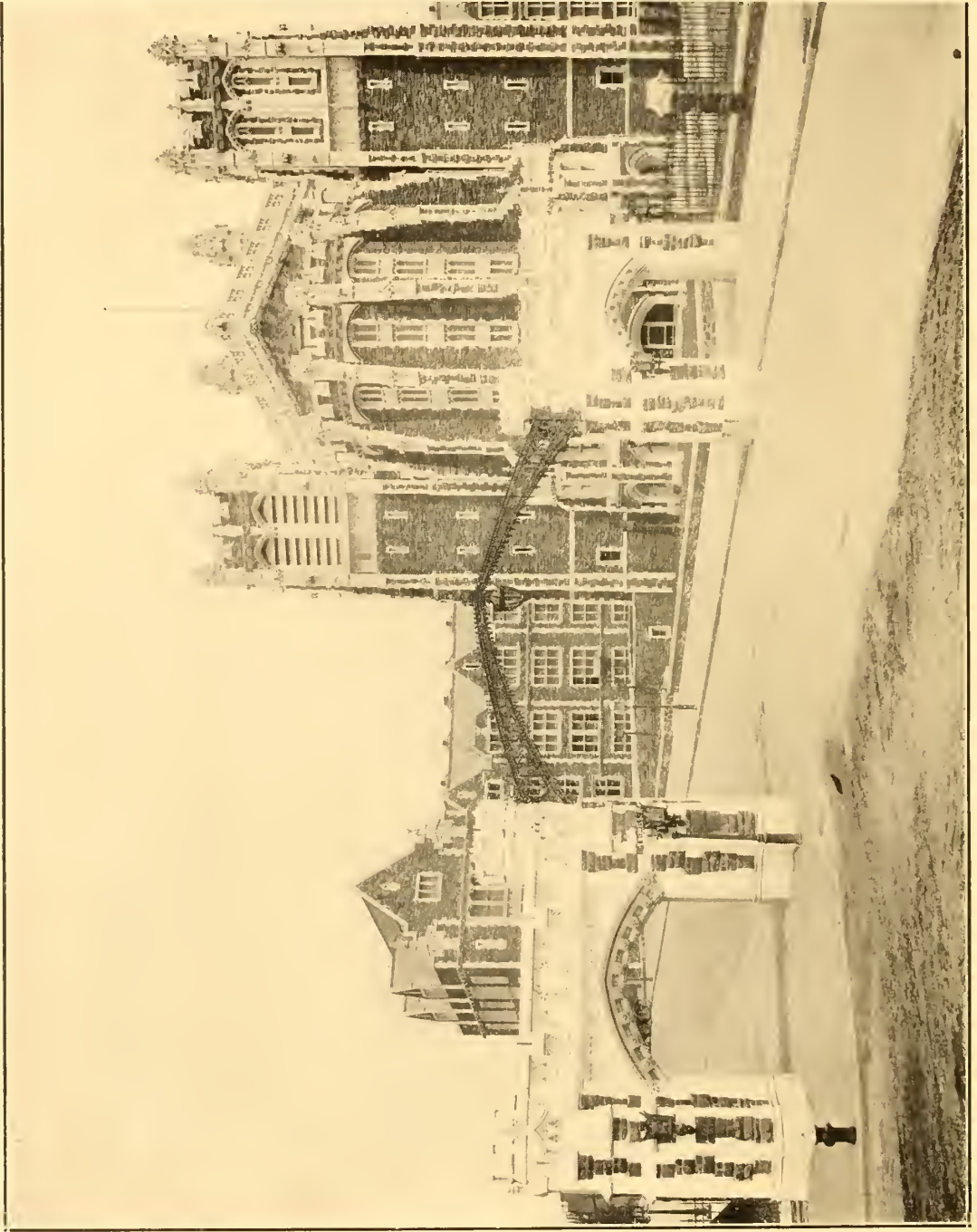
- 1834 Rochester incorporated a city.
- 1835 Great fire in New York, seventeen millions worth of property destroyed, December 16th.
- 1836 State Lunatic Asylum at Utica instituted March 30th.
- 1837 William H. Seward governor.  
Wreck of the Mexico on Hempstead Beach January 2d.  
Tunnel of the Harlem Railroad completed October 26th.  
Steamboat Caroline at Schlosser burnt, and precipitated over the Falls of Niagara by the British, December 30th.
- 1838 General or Free Banking Law passed April 18th.  
Banks of New York authorized to suspend their payments for one year, from May 16, 1837.  
English steam packets Great Western and Sirius arrive at New York.  
Battle of Prescott, U. C., November 13th, "Canada patriots" captured.
- 1839 Tenants on the Rensselaer estate convene at Berne July 4th, payment of rent refused: sheriff resisted: military force called out: difficulties suppressed in December.  
District School Libraries established by law.  
Schooner Amistad with 54 Africans taken near Montauk Point August 26th.
- 1840 Drawbridge at Albany gives way, upwards of 20 lives lost, August 18th.  
Jesse Buel, of Albany, an eminent agricultural writer, died at Danbury, Conn., October 6th.  
Steamboat Lexington burnt in Long Island Sound January 13th.
- 1841 Railroad from Boston to Albany completed.  
Alexander McLeod, of Upper Canada, one of the party who burnt the steamboat Caroline, arrested January 27th.  
Steam packet President sails for Liverpool March 11th, never heard from.  
First Washington Temperance meeting held in New York, five delegates from Baltimore attended, March 24th.  
Steamboat Erie burnt on Lake Erie August 9th, about 180 persons perished.  
Explosion of powder at Syracuse August 20th, about 25 persons killed.
- 1842 Grand Croton celebration in New York in October.  
Right Rev. John Dubois, Catholic Bishop of New York, died December 20th.
- 1843 William C. Bouck governor.  
Landslide at Troy, ten or twelve buildings crushed and a number of persons killed, February 17th.  
Grand State Agricultural Fair at Rochester, commenced September 19th: thirty thousand persons supposed to be present.



Scene on Park Row

## HUDSON-FULTON CELEBRATION

- 1844 Gen. Morgan Lewis, distinguished in many public offices, died in New York, April 7th, aged 90.  
 Gen. James Wadsworth, one of the first settlers of the Genesee country, died at Geneseo, June 7th, aged 76.  
 Long Island Railroad (94 miles in extent) completed July 18th.  
 Great Agricultural Fair at Poughkeepsie, September 18th.  
 Two persons killed by the Anti-renters in Rensselaer County, December 20th.
- 1845 Silas Wright governor.  
 Great fire in New York, upwards of 200 buildings burnt; about six millions worth of property destroyed; July 19th.  
 Dep. Sheriff Steele murdered at Andes, Delaware County, by the Anti-renters, August 7th.  
 Gov. Wright declares Delaware County to be in a state of insurrection.  
 J. Van Steenberg and E. O'Connor, Anti-renters, received sentence of death at Delhi, October 11th.
- 1844 Oct. 12. First Industrial Congress in United States convened here.
- 1845 July 19. Large conflagration. 302 houses burnt.
- 1846 June 27. New York and Boston connected by telegraph.
- 1848 Dec. 16. Park Theatre destroyed by fire.
- 1849 May 10. MacCready-Forrest riots—several people killed.
- 1850 May 14. Erie Railroad opened.
- 1851 Sept. 18. First issue of New York Times.
- 1852 June 30. Young Men's Christian Association organized.
- 1853 July 14. Crystal Palace opened.  
 Oct. 11. Clearing House, comprising 52 banks, goes into operation.
- 1854 Jan. 9. Astor Library opened.
- 1855 Dec. 31. Castle Garden ceases to be a theatre, and becomes a depot for receiving immigrants.
- 1856 Feb. 10. East River frozen over.  
 April 7. The Steamship Adriatic launched. Largest vessel built up to that time.  
 July 4. Statue of Washington unveiled in Union Square.  
 Oct. 23. General Assembly (Presbyterian) meets and condemns slavery.  
 Dec. 31. Inman Line of Steamers to Liverpool established.
- 1857 June 16. Riot in connection with police department and offices which are claimed by two sets of officials. Mayor Fernando Wood arrested for assault and battery.  
 July 4. Another riot, due to same causes. Six men killed, 100 wounded.  
 Nov. Large commercial failures and "hunger demonstrations" during the panic.
- 1858 Sept. 11. Corner stone of St. Patrick's Roman Catholic Cathedral laid.  
 Oct. 5. Crystal Palace destroyed by fire. Loss, \$1,000,000.



The College of the City of New York



Old Rutger's Mansion on the Shore, East River





## HUDSON-FULTON CELEBRATION

- 1860 Feb. 2. Great fire. Fifty lives lost.
- 1862 Nov. At the outbreak of the Civil War, in 1861, New York strongly supported the government of President Lincoln, but in 1862, a reaction took place, and the Democratic candidates for Congress were elected.
- 1863 July 13-17. Draft riots, many persons killed, and much property destroyed.
- 1868 March 9. Barnum's Museum destroyed by fire.
- 1869 Sept. 22-26. Great loss and panic through the manipulation of the gold market by James Fisk and the Erie ring.
- 1870 Jan. 3. Brooklyn Bridge commenced.
- 1871 July 12. Riot caused by attack on an Orangemen's parade. Thirty persons killed.
- Sept. 4. Disclosure of great corruption in municipal government. Public meeting to obtain prompt redress.
- Dec. Demonstration of the International Society of Workmen suppressed.
- 1872 Jan. 7. James Fisk, financial and railway speculator, assassinated by Edwin Stokes.
- March. Collapse of the Erie Railway ring, ruled by Fisk and Gould. New directory elected, included Generals Dix and McClellan.
- Dec. Legal proceedings against Jay Gould suspended upon his agreement to give up to the company \$9,000,000.
- 1873 Jan. 6. Stokes convicted of murder. At new trial Stokes sentenced to imprisonment Oct. 30.
- Sept. 18. Financial excitement through suspension of Jay Cooke & Co.
- Dec. 4. William M. Tweed convicted of embezzlement. Sentenced to 12 years imprisonment. He escaped when permitted to visit his home.
- 1875 Nov. 24. Death of William B. Astor.
- 1876 Feb. 8. Great fire with loss of life. Thirty buildings destroyed.
- April 10. Death of A. T. Stewart, the "merchant prince."
- Sept. 24. "Hell Gate" rocks blown up to improve harbor entrance.
- 1877 Jan. Death of Commodore Vanderbilt.
- Dec. Greenfields Confectionery Works destroyed. Between 50 and 60 persons perished.
- 1877-8 Elevated railways under construction.
- 1883 April 4. Peter Cooper died at the age of 92.
- May 30. Completion and opening of Brooklyn Bridge.
- Oct. 22. New Metropolitan Opera House opened.
- Dec. 4. Standard Theatre destroyed by fire.
- 1884 May 12-14. Severe panic in the Stock Market.
- 1885 Aug. 8. Funeral of General U. S. Grant.
- Oct. 10. Nine acres of rock in Hell Gate channel blown up by dynamite.
- 1886 Nov. 3. Abram S. Hewitt defeated Henry George for mayor.
- 1887 March 3. Rev. Henry Ward Beecher dies at the age of 73.

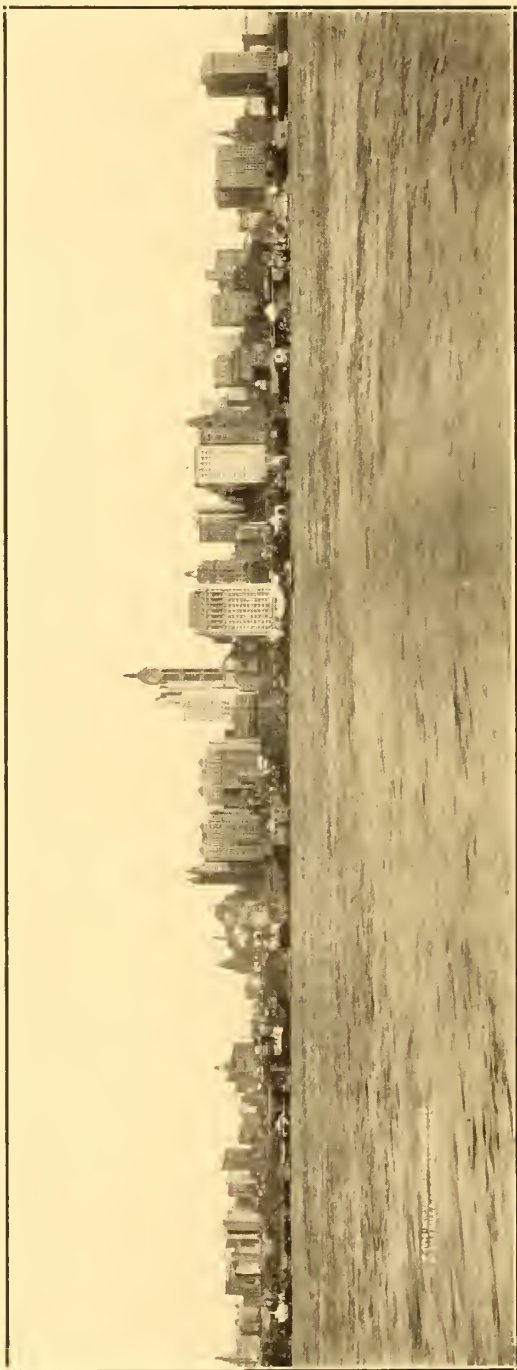


View of Lower Broadway



## HUDSON-FULTON CELEBRATION

- 1890 Feb. 22. John Jacob Astor, wealthy benefactor to charities, died.
- Nov. 15. Financial panic.
- Dec. 12. Many commercial failures.
- 1891 Aug. 22. Fire in Park Place. Sixty lives lost.
- 1892 Feb. 7. Hotel Royal, Sixth Avenue, destroyed by fire with loss of life.
- April 25. William B. Astor died.
- Dec. 2. Jay Gould dies.
- Dec. 28. Great explosion in a tunnel near the East River, through the thawing of frozen dynamite. Nine persons killed.
- 1893 March 7. Severe earthquake shock in the city and Long Island.
- 1894 Feb. 27. Greater New York bill passed.
- May 13. Dr. Talmage's Tabernacle and many houses destroyed by fire.
- 1895 March 8. The Astor, Lenox and Tilden libraries consolidated and endowed.
- May 4. Washington Memorial Arch inaugurated.
- June 17. Harlem ship canal opened by procession of vessels.
- Nov. 6. Marriage of Duke of Marlborough to Miss Consuelo Vanderbilt.
- 1897 Oct. 29. Sudden death of Henry George.
- 1898 Dec. 4. Disastrous fire in lower Broadway.
- 1899 March 17. Windsor Hotel burnt. Forty-five deaths and many injured.
- 1901 Feb. Carnegie Steel Co. and six other concerns purchased by syndicate headed by J. Pierpont Morgan, who organized the United States Steel Corporation, with a capital of \$1,500,000,000.
- 1902 Nov. 11. New York Chamber of Commerce new building dedicated by President Roosevelt.
- 1903 Oct. 8. Greatest rainfall recorded by New York weather bureau, since its foundation in 1867. Destructive floods.
- Dec. 19. Williamsburg Bridge over East River opened.
- 1904 May 18. Fraunces Tavern, a building of historic interest, dating from 1710, bought by the Society of the Sons of the Revolution to save it from demolition.
- June 15. Excursion steamer General Slocum burnt. 1200 lives lost.
- 1905 Aug. 8. St. Thomas Presbyterian Episcopal Church in Fifth Avenue destroyed by fire.
- Nov. 9-20. Visit of British cruiser squadron; magnificent reception to Prince Louis of Battenberg.
- 1906 Jan. 25. General Joseph Wheeler died here.
- Russell Sage died.
- William J. Bryan arrived in New York from abroad and was given a popular reception.
- Stocks at lowest level in financial history.
- Great parade of New York business men to support the late Wm. McKinley, and to uphold the "Gold Standard."



Sky Line of Lower New York

## HUDSON-FULTON CELEBRATION

- 1907 Feb. 7. John D. Rockefeller gives \$32,000,000 to the General Educational Board.  
Joy Line steamer Larchmont sank in Long Island Sound, drowning over 100.  
Accident on the New York Central Railroad at Williamsbridge, killing 20, and injuring 150.  
Mrs. Russell Sage created the Sage Foundation with \$10,000,000 for philanthropic work.  
A National Arbitration and Peace Congress was opened here.  
Governor Hughes signed the Public Utilities Bill.  
Mayor McClellan turned the first sod in the construction of the Catskill Water Supply.  
The north tube of the Belmont Tunnel from 42nd Street, New York, to Long Island City was opened.  
Sept. 13. The Lusitania completed her maiden trip to New York from Queenstown in five days and fifty-four minutes.  
Oct. 21-30. Financial stringency in New York.
- 1908 Jan. 9. East River Tunnel from the Battery to Brooklyn opened.  
Feb. 12. New York to Paris automobile races started with six entries.  
Feb. 25. First of tunnels between New York and Jersey City opened.  
April 4. Old Fifth Avenue Hotel closed its doors, previous to demolition.  
May 14. New buildings of College of the City of New York formally opened.  
May 30. Ceremonies marking the removal of the body of George Clinton, first governor of New York from Washington to Kingston, N. Y., held in New York City.
- 1909 Queensboro Bridge opened.  
The Hudson Tunnel, connecting New York and Jersey City completed.  
Hudson-Fulton Celebration in commemoration of the Ter-Centenary of the discovery of the Hudson River by Henry Hudson in the year 1609—and first use of steam in the navigation of said river by Robert Fulton in 1807.





Looking up Broad Street



HUDSON-FULTON CELEBRATION

# Hudson-Fulton Celebration Commission

Incorporated by Chapter 325 of the Laws of 1906

of the

State of New York

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To arrange for the Commemoration of the Ter-Centenary of the Discovery of the Hudson River by Henry Hudson in the year 1609, and the Centenary of the First Use of Steam in the Navigation of said river by Robert Fulton in the year 1807

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Headquarters: Tribune Building, New York

Telephones: Beekman, 3997 and 3998

Western Union Cable Address: "Hudfulco."

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Early View of New York from Bedlow's Island





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# DRY GOODS AND TEXTILE INTERESTS

For more than 200 years New York has held a predominant position in the dry goods trade. Its advantages as a sea port have been the basis of the wonderful growth in trade with foreign countries and this has brought to it the advantage of being the recognized headquarters for all lines of dry goods intended for the American consumption.

In this city commission merchants and selling agents maintain their main offices and salesrooms and buyers have been looking to the New York market as the center from which the prices are made and styles originated, for over two centuries. The large organizations have their branches in Boston, Philadelphia, Chicago, St. Louis and San Francisco, and from these points shipment is made to purchasers in the adjacent states. The point which everyone emphasizes when speaking of New York as a textile center, is that the first styles to be shown in the new season are opened in this market. The designers style their fabrics from impressions gained here and the buyers for the jobbing trade, the clothing trade and kindred interests come to this market at least twice a year to get fully posted on the trend of fashion and demands.

Taking the varied interests included in the textile trade in the order of their importance, it will be found that the cotton goods manufacturers and selling agents have their headquarters in the immediate vicinity of Worth Street, and this location has been occupied by many of the houses for more than 40 years. In this same section of the city is found the agencies and brokerage offices of the sellers of yarns, the general cotton goods converters and many of the large cutters-up, making shirts, underwear and other classes of garments.

A few blocks north of Worth Street, running from Canal to Houston streets, is the silk district of New York. Here will be found the salesrooms, offices and warehouses of the large importers of silks, as well as the agents and commission merchants handling domestic lines. The silk trade divides itself into the broad silk and the narrow silk manufacturers. In the latter class are ribbon houses and this shows a further differentiation. The ribbon houses have migrated to the Fifth Avenue district, between 14th and 23rd streets, so as to be near the large costume houses for the buyers from out of town who purchase ribbons in many instances also handle this line.

In the wollen trade the location of the selling agencies and commission houses is divided into two sections. The old commission merchants, in the main, are located in the Worth Street district and have not yielded to the pressure to move up-town. The men's wear agents, to practically 50 per cent of their number in this city, are now clustered around Fifth Avenue and 16th Street. In the large loft buildings in

the neighborhood several hundred agents and commission merchants have their show rooms. In the same section of the city and in many instances in the same buildings with the men's wear agents are the dress goods houses. Owing to the fact that many of the importers have departments in which they sell both men's wear and dress goods a number of prominent mills have their lines shown in the salesrooms of the importers in the Greene Street district.

Another feature of the textile industry in New York, is the large jobbing houses which cater to the business of retailers throughout the entire country. While the jobbing business has undergone considerable change during recent years and many lines which were previously handled in jobbing houses are now eliminated and are being sold by specialty houses, the total business of the jobbers shows a yearly percentage of increase in keeping with the rest of the trade. The ready-made garments for both man and women have affected the sale of piece goods for over the counter distribution. The jobbers have not lost the opportunity to add new lines to those generally handled by secondary market distributors and at the present time there is practically no class of merchandise that enters into the retail dry goods store that cannot be obtained in the large jobbing establishments of this city.

The development of New York from its primitive boundaries in the 17th century cannot be any more impressively illustrated than by noting the northern movement of the dry goods district. Originally the few merchants who had their warehouses on the water front conducted their business below Wall Street. In the 18th century the growth of the city forced the northward movement of the business houses, and importers and dry goods merchants had their retail and wholesale stores between Wall and Fulton streets. During the 19th century the migration brought the jobbing and wholesale dry goods trade up to Duane, Thomas and Worth streets, where it still holds forth as described above. The movement to the district between 14th and 23rd streets began in 1903 and is still daily affecting the trade. In the opinion of those who have watched closely the transformation of the various sections of New York, it is believed that the eventual center for the dry goods business will have 34th Street as the center. The vanguard of retailers have already made this their stand and clothiers, cloak and suit houses, lace and embroidery importers and novelty houses are already moving up into this section.

The geographical situation of New York has been one of the strongest factors in bringing it into this preeminent position as a dry goods shipping point. Its river advantages and its facilities for the docking of trans-Atlantic and coast steamers, makes New York the most desirable point from which to send goods in bulk. The fact that the borough of Manhattan, or New York City proper, has the advantage of having the Hudson River on the west and the Harlem on the east, accounts for the development of New York in much greater ratio than Brooklyn or any other city on the Jersey shore. Merchants for the past 300 years have, by the process of natural selection, located in New York to enjoy all the benefits of easy receipt and delivery of their goods. The longest haul in the dry goods district is less than ten blocks, from Broadway to either river.

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345 and 347 BROADWAY NEW YORK

---

CHICAGO :  
153 Fifth Avenue

PHILADELPHIA :  
622 Chestnut Street

BOSTON :  
68 Chauncy Street

---

Hosiery <sup>A</sup><sub>N</sub><sup>D</sup> Underwear  
COTTON, WOOL and WORSTED

---

SOLE SELLING AGENTS FOR

Lawrence Manufacturing Company  
and Sulloway Mills

# Parker Wilder & Company

COMMISSION MERCHANTS

Boston

New York

Chicago

Woolens

Worsteds

Kerseys

Overcoatings

Uniformcloths

Broadcloths

Etc., Etc.

Satin

Marseilles  
and Crochet Quilts

Dimity

Naumkeag Steam Cotton Company's Products

Sheets and Pillowcases

Wide Sheetings

All sizes, hemmed, ready for use

Plain and Twilled, all widths

Pequot, Salem and Naumkeag Brown and Bleached Cottons

Again—

it is



that have established the modes in Autumn Dress Fabrics.

Making the fifteenth consecutive season that the productions of Rogers & Thompson have captivated the fashion world of two continents—a record unparalleled in the textile history of the country.

The reason for this phenomenal success is clear: the silks are matchless in beauty, quality and originality—they are irresistible to the fashion leaders of the country, who delight in the rich, lustrous fabrics produced by Rogers & Thompson, whose trade mark,



is world famous as the guarantee of beauty, quality and approved fashion in silk dress goods.

# Wm. Simpson, Sons & Co.

DRY GOODS COMMISSION MERCHANTS

248

The Bourse  
Philadelphia



77

Worth Street  
New York

Turkey Reds,

Berlin Lawns,

Batistes,

Long Cloths

Satines

# Dobson's Brilliant Seal

TRADE MARK

FAST DYE

## WHY

are the high class Furriers showing a more extensive line of

**SEALSKIN**

than in any previous season for the past number of years? Because fashion has decreed Sealskin as the

**"PREMIER" FUR**

of the year. As a substitute for this fur we have been successful in producing

**DOBSON'S BRILLIANT SEAL.**

This fabric, considering its high lustre, finish, and fast dye, is the nearest approach to the natural fur that can be produced by human brains and skill.

## JOHN & JAMES DOBSON

The Pioneer manufacturers of

**PILE FABRICS**

in America.

**Sales Rooms, 134 & 136 Spring Street, New York**

Under Management of Louis C. Ganzal and Henry J. Gabel

Mills, Falls of Schuylkill,

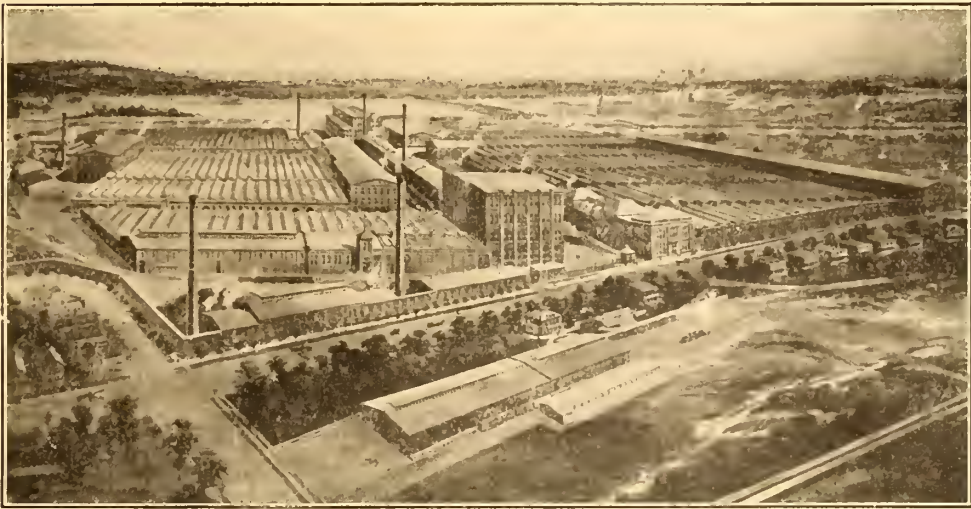
Philadelphia, Pa.



# Botany Worsted Mills

## PASSAIC, N. J.

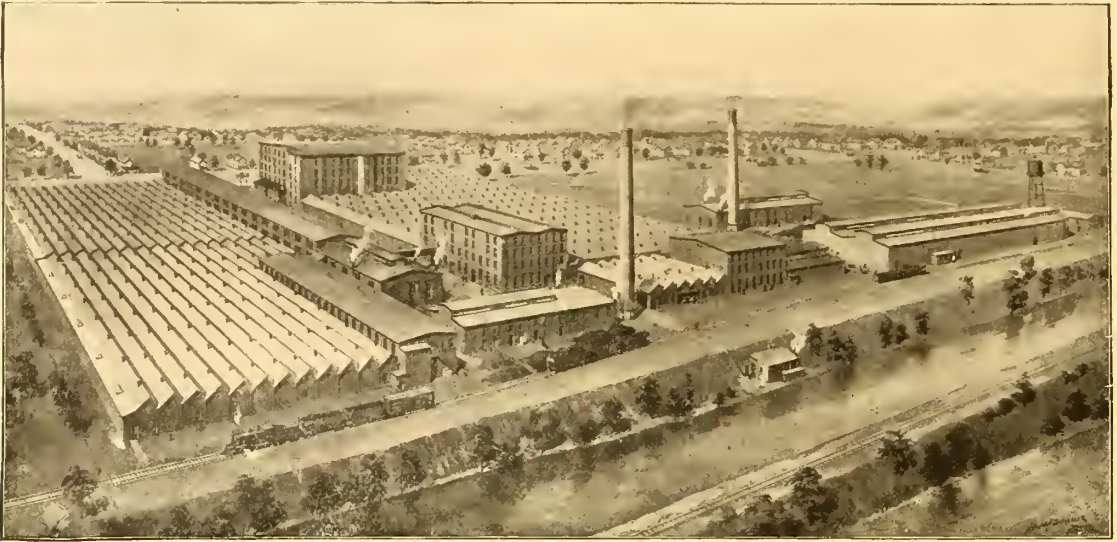
INCORPORATED MAY, 1889



Manufacturers of Woolen and Worsted  
yarns, Ladies Dress Goods and Mens  
Wear fabrics. They employ about 5000  
people. Their products are sold direct to  
the trade, and have gained a national  
reputation for high standard and uniform-  
ity of grade. : : : : :

NEW YORK SELLING OFFICES:

Fifth Avenue Building, Fifth Avenue and 23d Street



Passaic Plant Erected 1904

# FORSTMANN & HUFFMANN CO.

PASSAIC, N. J.

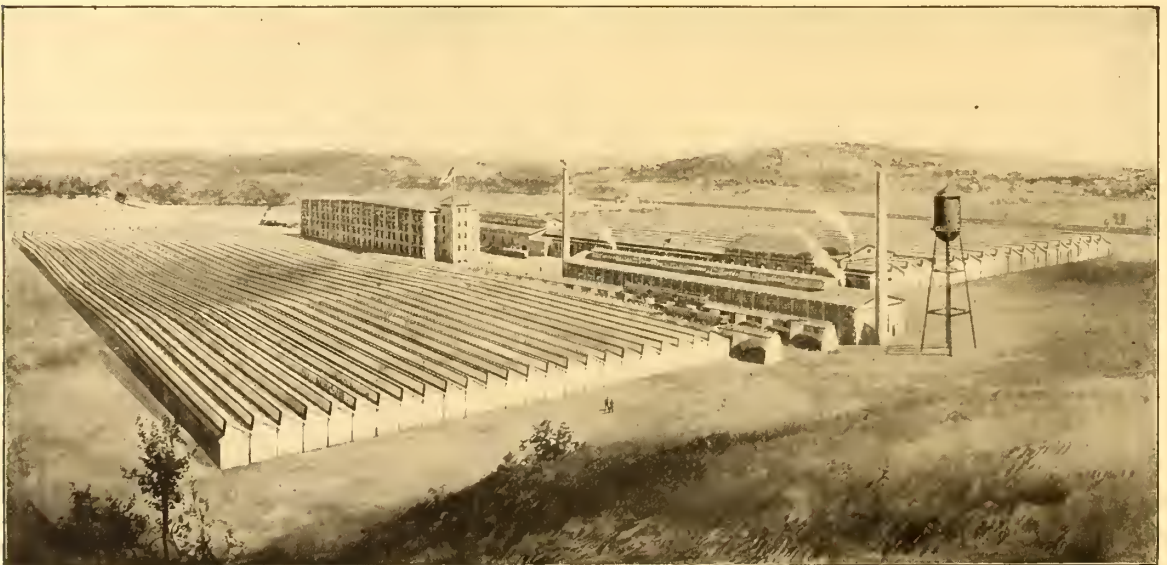
Incorporated 1904

Manufacturers of Fine Woolens for Ladies' and Men's Wear

## SALES ROOMS:

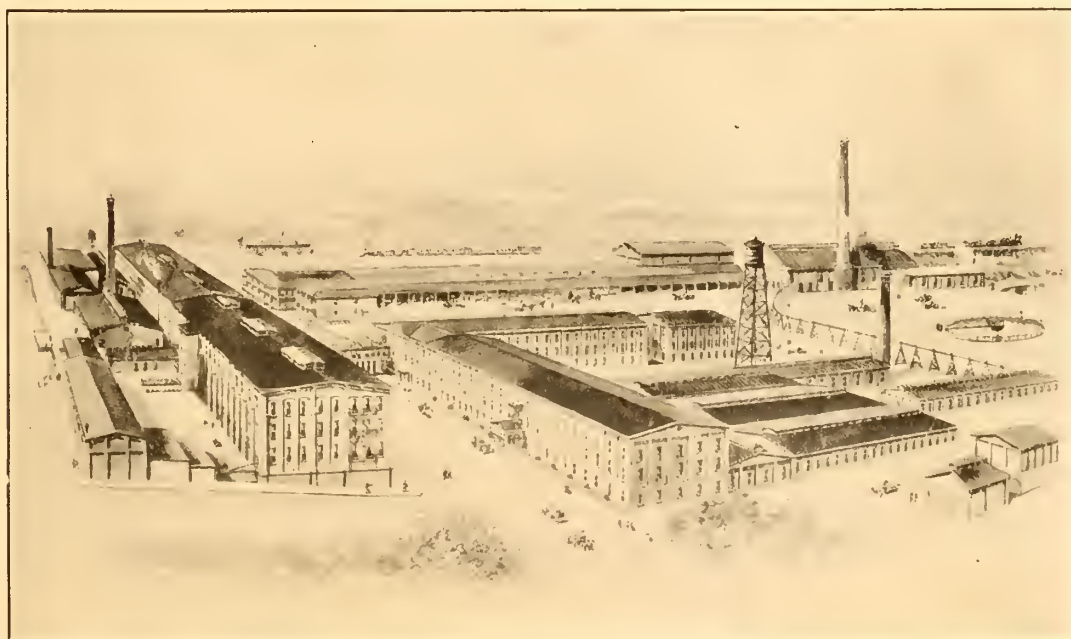
Ladies' Wear, 377-379 Broadway, New York

Men's Wear, 817-819 Broadway, New York



Garfield Plant Erected 1909

Piece Mercerizing  
Bleaching, Dyeing and Finishing  
Fine Cotton Goods  
and Embroideries



STANDARD BLEACHERIES. CARLTON HILL, N. J.

Capacity, 500,000 Yards Daily

STANDARD BLEACHERY CO.

Carlton Hill, New Jersey



---

---

# H. & W. H. LEWIS

71 Fifth Ave., New York

---

## WORSTEDS

AND

## WOOLENS

---

COMMISSION      MERCHANTS

---

PHILADELPHIA

BOSTON

CHICAGO

---

---

# G.A. STAFFORD & CO.

Commission Merchants

NEW YORK

BOSTON

CHICAGO

SAN FRANCISCO

---

## Staple Cottons

Bleached, Brown and Colored---for the  
Jobbing, Cutting-Up, Converting and Ex-  
port Trade, including

Pilot Chambrays,

Tip Top (Cutting) and Kernebec (Mottled) Flannels  
Dog's Head Shirlings,      Lenox Gingham,

Spanish Chambrays, Old Hampshire Tickings,  
Red Label (Indigo) Denims, Tickings, Hickory Stripes,  
Coverts, Drills Cabeza de Perro and Cubano.

Dreamland, Economy,      Wide Sheetings and  
Hawthorn, Cottondale,      Ready-Made Sheets.

---

See also our REMNANT DEPARTMENT

# A. L. Reid & Company

IMPORTERS AND CONVERTERS

## WHITE GOODS

64-66 White St., New York

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CHICAGO OFFICE:

42 Madison St., P. A. LEASK, Agent

SAN FRANCISCO:

22 Battery St., FRANK F. STURGES, Agent

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SOLE AGENTS in the U. S.:

Taylor's Famous White Satin  
Quilts and Taylor's Simplex  
Quilts under U. S. Patents.

"The Crowning Attribute of Lovely Woman is Cleanliness."



Odorless

Hygienic

# NAIAD DRESS SHIELD

SUPREME IN

Beauty! Quality! Cleanliness!

Can be sterilized and washed and ironed.

Absolutely Free from Rubber, Sulphur and Poisonous Cement

Guarantee with every pair A-1 styles and sizes. At the  
stores, or sample pair sent on receipt of 25 CENTS.

The C. E. CONOVER CO., Mfrs., 101 Franklin St., New York, N. Y.



# The SCRIVEN Underwear

Knee Length  
Full Length  
Light Weight  
Heavy Weight  
Undershirts to  
Match

Made in

Twills  
Linen  
Nainsook  
Silks, &c.



If you want Style  
Use the SCRIVEN Underwear

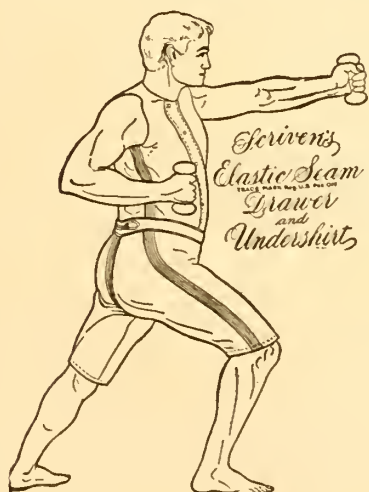
If you want Fit  
Use the SCRIVEN Underwear

If you want Comfort  
Use the SCRIVEN Underwear

If you want Durability  
Use the SCRIVEN Underwear

If you want Value  
Use the SCRIVEN Underwear

If you are looking for a garment that will not tear  
**YOU SHOULD USE THE SCRIVEN UNDERWEAR**



Descriptive Booklet  
Sent on Request.

**YOU take NO chances, as we guarantee FIT and SATISFACTION.**

You can get all waist sizes from 28 to 50 inches and all leg lengths from 28 to 36 inches.

Think what this means to you to be able to get your fit from stock.

*Scriven's Elastic Seam*  
TRADE MARK  
REG U.S. Pat Off



Order from your Haberdasher.


**J. A. Scriven Co.** (Sole M'fr's) 16 and 18 E. 15th St. New York City, N. Y.



**AMERICAN FLAG CO.**  
MANUFACTURERS OF FLAGS  
of Every Kind and Description  
ESTABLISHED OVER 50 YEARS  
Factory and Office  
45 & 47 Elizabeth St., :: :: NEW YORK  
Branch  
100 & 102 Lake St., :: :: CHICAGO, ILL.

**THE MARK OF HONEST VALUE**

In future every piece of our enormous and remarkable line of White and Colored goods will be stamped with this *trade* mark, which has been the standard for the trade for over 40 years.



**SHERMAN & SONS CO.**  
62 & 64 Leonard St., N. Y.  
CONVERTERS OF  
White Goods Colored Goods



**THE  
SCHWAB-KEPNER  
COMPANY**  
Commission Merchants  
CORNER CHURCH AND LEONARD STREETS

COTTON GOODS  
"IRON WEAVE"  
FABRICS

---

TELEPHONE:  
3100 Franklin

**DRY GOODS**

Examined	Refolded	Papered	Labeled, Etc.
Bookfolded	Measured	Banded, Etc.	Books, Stamped
Ticketed	Rolled	Samples Cut	Embossed Filled, Etc.

Bailing and Packing for Export and Domestic. Lithographing and Printing of Cards, Tickets, Tags, Bands, Etc.

---

**HINMAN & TAYLOR**  
Successors to HUBERT VON WAGENEN, Est. 1844  
159 DUANE STREET :: :: NEW YORK

# S. Slater & Sons, Inc.

EVERETT BUILDING

4th Ave., & 17th Street,

New York.

MANUFACTURERS OF

## COTTONS AND WOOLENS

Printed Shirtings, Plain and Fancy—Percales—Sleeve Linings  
Mercerized Cloths, Linings for Women's Wear in Great Variety

### WORSTED SERGES PLAIN AND FANCY

Venetians and Diagonals, Broad Cloths, Flannels, Uniform Cloths.  
All desirable weights and qualities

Carriage Cloths all Weights

BOSTON, CHICAGO, ST. LOUIS, BALTIMORE, PHILADELPHIA.

## GEO. H. McFADDEN & BRO., COTTON MERCHANTS

121 Chestnut Street, : : : : PHILADELPHIA  
3 South William St., : : : : NEW YORK

### SELLING AGENCIES

#### For New England and Canada

BOSTON : 70 Kilby Street  
PROVIDENCE : 6 Washington Row  
FALL RIVER : 25-28 Archer Building  
NEW BEDFORD : 29 North Water Street  
MONTREAL : 87 St. Francis Xavier Street

#### For Southern Mills

ATLANTA, GA.  
SPARTANBURG, S. C.  
GREENVILLE, S. C.  
CHARLOTTE, N. C.  
AUGUSTA, GA.



# DRUGS, CHEMICALS, PAINTS, OILS AND VARNISHES

The growth of the Drug, Chemical, Paint, Oil and Varnish line in New York City in the last half-century, has been phenomenal and the change in the methods of conducting business and processes of manufacture has been no less wonderful.

Fifty years ago the drug and chemical business was practically centered at William and Nassau streets, while probably a dozen houses, the pioneers in the trade, were the full representation in the line. To-day, most of these old firms have succumbed to the age of progress and their places have been taken by hundreds of alert dealers and manufacturers, who have succeeded by rare business acumen, improved processes and a multiplicity of superior preparations, in bringing the volume of the business of the entire country to this city. Present day methods have entirely eliminated the drug broker, once a potent factor in the conduct of the business, and brought the retailer in direct contact with the manufacturer, a change that has been beneficial to both.

The drug and chemical trade is perhaps less susceptible to changes in character than many other lines, and there is probably no business that so thoroughly represents the world in its varied stocks as that of the dealers in drugs, chemicals, paints, oils and varnishes, every corner of the earth contributing more or less to the general stock.

Changing industrial conditions, close competition and combinations among producers and distributors have caused widely divergent fluctuations in prices in almost every staple article but this combination of conditions has brought an activity into the trade that has caused it to steadily increase until the business has assumed proportions that would amaze the plodding merchant and manufacturer of half-a-century ago.

There are now hundreds of products that were totally unknown in the early stages of the business, while many of the old staple ar-

ticles have almost entirely disappeared from the market.

Another noticeable change is that many of the larger firms have established factories at near-by points and only maintain offices here. Many of these now manufacture specialties and consequently require no large stores and warehouses, the goods being sold by sample only, and the space required for the conduct of the business gives no adequate idea of its magnitude.

By this process the trade has become greatly concentrated and the business has expanded to mammoth proportions, drugs, chemicals, and the kindred lines ranking among the great industries of the city. It is contended that New York and its contiguous territory, representing as it does, about 1-15th of the population of the entire country, uses drugs in sufficient quantities to keep the local manufacturers and dealer busy, if no demand should come from other parts of the country.

In the production of paints, oils and varnishes, this city is also a leader. The various manufacturers of these commodities confining themselves to special brands that have become world-famous.

Like the drug and chemical line, the plants of these manufacturers have entirely disappeared from the city, the executive and selling offices of the firms only being maintained here. In the olden days these factories were a part of the city's industrial district but rents and the prices of ground have so materially increased that they were compelled to seek locations elsewhere. The result has been to the advantage of Brooklyn and many points in New Jersey. In Brooklyn, especially, are located many of the largest establishments, Greenpoint and Williamsburg offering great opportunities in the way of acreage, railroad and water facilities. Long Island and Staten Island have also received their share of these big concerns and in any of the localities named can be found mammoth buildings devoted to the manufacture of chemicals, drugs, paints, oils and varnishes, which occupy acres and acres of territory, and give employment to an army of skilled workmen and laborers.

From this brief review of these important industries some idea of their magnitude can be gained and their importance in the industrial world, realized.



# National Aniline & Chemical Co.

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100 William Street, New York

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NEW YORK, 100 William St.  
PHILADELPHIA, 109 North Water St.  
BOSTON, 36 Purchase St.  
PROVIDENCE, 28 North Main St.  
NEW HAVEN, 211 Water St.



MILWAUKEE, 175 Clinton St.  
MINNEAPOLIS, 114 Second St. North  
CHICAGO, 110 Michigan St.  
CINCINNATI, 232 East Pearl St.  
KANSAS CITY, 413 West Fifth St.

## Dyestuffs, Drugs and Chemicals

SOLE AGENTS FOR

Schoellkopf, Hartford & Hanna Co., Buffalo

Manufacturers of ANILINE COLORS, COAL TAR PRODUCTS, Etc.

---

ALBANY CHEMICAL CO., Amyl Acetate Acetone, Etc.

AMERICAN MAGNESIA & COVERING CO., Powdered and Block Carbonate Magnesia.

TYRER'S Pure Phosphoric Acid, Syrupy.

HOWARD'S Caffeine, Calomel and True Benzoic Acid.

STURGE'S English Precipitated Chalk and Bicarbonate Potash.

TOMBAREL FRERES, Raw Material for Perfumers, and Soap Makers.

FRATELLI DE PASQUALE & CO., Hand pressed and Turpenless Oils of Bergamot, Lemon, Orange, Etc. Pure Lucca Olive Oil.

GAS LIGHT & COKE CO. OF LONDON, Potassium and Sodium Cyanide, Crystal and Carbolic Acids, Naphthalene, Ammonium Nitrate, Creosote, &c.

HAMMER & HIRZEL, Gums, Otto of Roses.

# **A. KLIPSTEIN & COMPANY**

**122 Pearl Street, New York**

**BOSTON      PHILADELPHIA      CHICAGO      PROVIDENCE**

Represented in Canada by A. Klipstein & Co. Ltd.

**TORONTO, ONT.      MONTREAL, CANADA**

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**IMPORTERS OF**

**ANILINE COLORS, DYESTUFFS,  
TANNING MATERIALS,  
DRY-SALTERIES, CHEMICALS,  
VARNISH CUMS**

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FOR DYERS, BLEACHERS, CALICO PRINTERS, COTTON, WOOLEN,  
SILK MILLS, PAINT & VARNISH MANUFACTURERS, TANNERS,  
WALL PAPER MANUFACTURERS, CHEMICAL MANUFACTURERS,  
GLASS MAKERS, SOAP MAKERS, PAPER MANUFACTURERS, RUBBER  
MANUFACTURERS, METALLURGISTS, INK MANUFACTURERS, ELEC-  
TRICAL AND GALVANIZING PURPOSES, AND OTHER INDUSTRIES.

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**EXPORTERS OF  
AMERICAN PRODUCTS**

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E. HEYDENREICH      E. S. WOODWARD  
L. V. HEYDENREICH

1849

1909

Established 1849

E. FOUGERA  
& CO.

IMPORTERS OF FRENCH AND ENGLISH

Pharmaceutical Specialties

No. Ninety Beekman Street  
New York

Telephone 3545 Beekman

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ESTABLISHED 1849.

**Chas. Pfizer & Co. Inc.**

81 Maiden Lane New York

MANUFACTURERS OF

**CREAM TARTAR,**

Crystals and Powdered, 99 1-2%---100%

**TARTARIC ACID,** 99 1-2%-100%

Crystals, Granulated and Powdered

**CITRIC ACID,** 99 1-2%-100% **BORIC ACID,** 99 1-2%-100%

Crystals, Granulated and Powdered

Crystals, Granulated and Powdered

**ROCHELLE SALT,** Powdered and Crystals, 99 1-2%---100%

**BORAX,** Crystals, Granulated and Powdered, 99 1-2%---100%

Bismuth Subnitrate

Seidlitz Mixture

Refined Camphor Pure

Potassium Iodide Crystals and Granular

Iodoform, Light and Bulky

Iodine Resublimed

Chloroform

Sodium Benzoate

Tannic Acid, Pharmaceutical & Technical

Bismuth Subgallate

Bismuth Subcarbonate

Calomel

Corrosive Sublimate

Red Precipitate

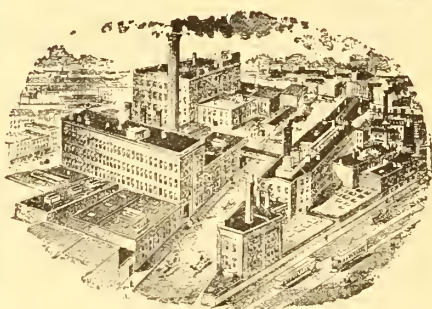
White Precipitate

Strychnine, (All Salts of)

Scale Salts of Iron

Sodium Salicylate

Also a General Line of Pharmaceutical Chemicals



FACTORY  
BOROUGH OF BROOKLYN  
NEW YORK





## BRILLIANT ACHIEVEMENTS

The brilliant achievements of Hudson and Fulton mark two memorable epochs in the history of America.

An epoch in the history of Silver Polishes—a bright one for housekeepers—was marked by the introduction of

# ELECTRO *Silver Polish* SILICON

nearly half a century ago. Its continued use by three successive generations is evidence of its superior and exceptional merits. GREAT BRILLIANCY is imparted **so easily and quickly** to SILVERWARE, other fine metals and Cut Glass, that its use is a pleasure; and at the same time it **will not scratch or wear** the most delicate surface.

ONE TRIAL WILL CONVINCE. Send your address on a postal for

FREE SAMPLE

The Electro Silicon Co., 30 CLIFF ST., NEW YORK

SOLD BY GROCERS AND DRUGGISTS EVERYWHERE

# The Roessler & Hasslacher Chemical Co.

MANUFACTURING AND IMPORTING CHEMISTS

## CHEMICALS

For Pharmacy and the Arts

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**SALES OFFICES:**

BOSTON  
120 Milk Street

CHICAGO  
16 North Clark Street

CINCINNATI  
9 East Pearl Street

KANSAS CITY  
201 Kemper Building

PHILADELPHIA  
629 Drexel Building

NEW ORLEANS  
313 Canal-La. Bank Bldg.

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**Chemical Works:**

PERTH AMBOY,  
NEW JERSEY

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**Electrolytical Works**

(Niagara-Electro  
Chemical Co.)

NIAGARA FALLS, N.Y.

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**100 WILLIAM STREET**

**Warehouses:** No. 14 Jay Street, N. Y.  
39th Street, Brooklyn

**NEW YORK**

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## Perth Amboy Chemical Works

MANUFACTURERS OF

## Formaldehyde

**OFFICE:**

100 William St., New York

**WORKS:**

Perth Amboy, N. J.

# **H.A.METZ & CO.**

SOLE AGENTS FOR THE U. S. AND CANADA

FOR THE PRODUCTS OF  
**FARBWERKE VORM. MEISTER LUCIUS & BRUENING**  
HOECHST ON THE MAIN, GERMANY

**Aniline Colors**  
**Alizarine Colors**  
**Indigo M L B**  
**Chemicals**  
**Antitoxin "Behring"**  
**Tuberculin "Koch"**  
**Photographic Chemicals**

**NEW YORK, N. Y., 122 HUDSON ST.**

**BOSTON**  
**PROVIDENCE**  
**CHARLOTTE**  
**MONTREAL**

**PHILADELPHIA**  
**CHICAGO**  
**ATLANTA**  
**SAN FRANCISCO**

**LABORATORIES: NEWARK, N. J.**

# Franklin H. Kalbfleisch Co.

Main Offices : BROADWAY & 16TH STREET  
NEW YORK, N. Y.

WORKS : Brooklyn, N. Y.; Elizabeth, N. J.;  
Erie, Pa.; Waterbury, Conn.

BRANCHES: Danbury, Conn.; Newark, N. J.;  
Paterson, N. J.; Providence, R. I.



Brooklyn Works.

ACIDS---Commercial and Pure  
ACETIC  
MURIATIC  
NITRIC (Aqua Fortis)  
SULPHURIC (Oil of Vitriol)

ALUM—All grades  
AQUA AMMONIA  
COPPER SALTS and SOLUTIONS  
IRON SALTS and SOLUTIONS  
LACQUER for brass, copper, gold and silver ware  
SULPHATE OF SODA (Glaubers Salt)  
TIN SALTS AND SOLUTIONS

And a general line of heavy chemicals for Bleachers, Dyers,  
Metal Manufacturers and Water Filtration Plants.





The Home of Scott's Emulsion

**I**N ALL the years since the discovery of our beautiful Hudson River—in fact, in all the years since the world began—there has been only one world-wide success in the manufacture of a perfect Emulsion of Cod Liver Oil.

For centuries cod liver oil was known to possess wonderful healing and strengthening properties, but only the strongest could digest it; the delicate, sickly child, the run-down, exhausted adult who really needed it could not take it.

The discovery of the process of emulsifying cod liver oil and making it palatable and digestible was made only 35 years ago, but in this short space of time

# Scott's Emulsion

—the one great world-wide success—has reached out to every civilized country and brought health and strength to millions of human beings. Even the youngest babe, most delicate child or feeble adult can take and digest it, and every drop does good. Nothing adds flesh and strength so quickly.

*Scott's Emulsion* is the world's standard body-builder.

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**SCOTT & BOWNE, Chemists**  
 NEW YORK

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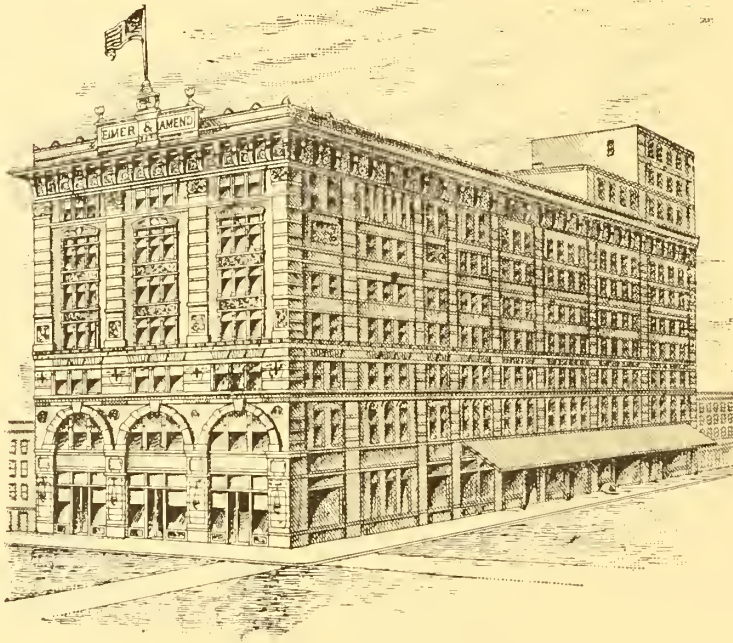
ESTABLISHED 1851

# EIMER & AMEND

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205-211 Third Avenue  
NEW YORK CITY

LABORATORY FURNISHERS &  
WHOLESALE DRUGGISTS



We carry by far the largest and most comprehensive stock in this country of:  
**CHEMICAL & BACTERIOLOGICAL APPARATUS**  
**ASSAY & METALLURGICAL SUPPLIES,**  
**C. P. CHEMICALS, REAGENTS,**  
**MINERALS & RARE DRUGS**

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Apparatus for the analysis of **FOODS, FUELS, GAS, IRON & STEEL,**  
**MILK, SUGAR, WATER, Etc., Etc., Etc.**

# INNIS, SPEIDEN & CO.

---

One of the commercial land marks for nearly one hundred years has been the dyestuff mill of Innis & Co. in Poughkeepsie on the Hudson.

The firm of Innis & Co. was founded by Aaron Innis, one of Poughkeepsie's leading merchants, in 1816 for the benefit of his son-in-law, Howland R. Sherman, under the style or trade name of Gifford, Sherman & Innis.

On the death of Sherman in 1858, the business was continued by the sole surviving partner, George Innis, for many years Mayor of Poughkeepsie, Bank president, and philanthropist. In 1885, the style was changed to Innis & Co. and continued as such until its present incorporation in 1906, as Innis, Speiden & Co.

The Vice-President and Treasurer of the present corporation, Mr. Geo. V. Sheffield, entered the firm of Gifford, Sherman & Innis, as a boy, in 1879, and has continued with the firm ever since. The President of the concern, Mr. C. C. Speiden, and the Secretary, Mr. Marion Speiden, were prominently connected for many years prior to the incorporation of the above firm with the dyestuff and chemical business in America and in touch with the European markets, so that the business of Innis, Speiden & Co., instead of being confined to dyewoods, extracts, &c., now comprises chemicals, dyestuffs, &c., required by the various manufacturing trades, prominent among which are several specialties for paper mills.

The Headquarters of Innis, Speiden & Co. are at 46 Cliff St., New York, with branch offices in Chicago, Boston, and Philadelphia, and agencies in several European countries.



1851 "Ye Oldeste Essence Distill'rs" 1909

**W. J. BUSH & CO.**

(INCORPORATED)

**Essential Oils  
Fruit Flavors  
Pure Food Colors  
Perfumers Raw Material**

**100 William St., New York City, N. Y.**

**FACTORIES**

London, Mitcham, Grasse, Messina, Linden, N. J. (U. S. A.)

**DEPOTS**

Melbourne, Sydney, Moscow, Toronto, Montreal, Chicago

THE FINEST ENAMEL IN THE WORLD



For use on the exterior of

YACHTS, AUTOMOBILES, CARRIAGES and HOUSES,

and for ALL FINE INTERIOR DECORATING.

ENAMOLIN dries out with a finish closely resembling porcelain. It shows no brush marks, laps or seams. It never checks, peels, flakes or cracks. When soiled it may be scrubbed with soap and water without the slightest injury

MANUFACTURED ONLY BY

**EMIL CALMAN & CO.,**

**100 William Street, New York City**



**CAPTAIN "LEM" MILLER**

Captain Leonard Miller, known to his friends as Captain "Lem," is president of the **Reliance Paint Company**, of 2 Stone street, New York city.

The name of this flourishing concern was originated through the famous yacht *Reliance*, which was the latest champion to defend the "America's" cup in the international races against the *Shamrock III*, in 1903. Captain Miller was assistant to Captain Barr in racing the *Reliance* on that occasion, and the name of the yacht so impressed him that when he bought out the marine paint factory of the late George W. Piper, he resolved to perpetuate the title in the company of proprietorship of which he became president.

Captain Miller went to sea at the age of 14, and was mate of big ships in the East Indian and West Coast nitrate trades for several years, his smallest vessel being a 1,200-ton barque, before he went into American yachts.

Previous to the *Reliance*, he had been mate of her predecessor as champion, the *Columbia*, and was also mate of the *Defender*, the *Vigilant*, the *Colonia*, the *Jubilee* and the *Altair*. He sailed the schooner yacht *Ailsa* in the ocean race from Sandy Hook to the Needles, in which the *Atlantic* (the winner) and nine others competed. The year before that he had sailed the *Atlantic* in the summer races here, winning the Brenton Reef and Cape May cups, and had previously sailed the famous



CAPTAIN "LEM" MILLER

*Navahoe*, which he took across the Atlantic and raced against the German Emperor's *Meteor*.

Captain Miller is an eminent Mason, a member of the New York Maritime Exchange, of Harbor No. 77, American Association of Masters, Mates and Pilots, and of the Yacht Masters' and Engineers' Association. His factory is at the corner of Bond and First streets, Brooklyn, and he lives at No. 389 Second street, Brooklyn, convenient to all his interests. Captain Miller has the best wishes of the members of the Association for his continued success.

## J. A. Van Brunt & Company, Inc.

100 William Street, - N. Y.

## CHEMICALS AND DYE STUFFS

SPECIALTIES:

**TURKEY RED OIL (Soluble Oil)**

**ACETATE OF SODA**

**ACETATE OF LEAD**

**NITRITE OF SODA**

**TIN CRYSTALS**

INQUIRIES SOLICITED

## MUNRO & CO.

No. 1 Liberty Street

CHEMICALS

ANILINE COLORS

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## THE WHITE TAR COMPANY

5 FRONT ST., NEW YORK

## CHEMICALS

NAPHTHALINE

PRODUCTS

IN BULK AND CARTONS

**"Crater" Sulphur Candles**  
**Pine Tar Moth Paper**  
**Pine Tar Moth Bags**

DISINFECTANTS  
OF EVERY DESCRIPTION  
"HYDROCRESOL" "CREOLOL"

BUG DESTROYER

## Mrs. Winslow's Soothing Syrup

USED BY MILLIONS OF  
MOTHERS FOR OVER 50  
YEARS

For  
**CHILDREN TEETHING**

FOR SALE  
All Over The World

# Phinotas Disinfectant

NON-POISONOUS AND NON-CORROSIVE.

ONE CENT A GALLON IS THE COST WHEN PROPERLY DILUTED.

## IS ESPECIALLY ADAPTED

For domestic and veterinary uses. For exterminating vermin of all kinds. For destroying bad odors.

**For every purpose requiring a powerful, cleanser, disinfectant, odorizer, antiseptic and germicide.**

Phinotas is the result of over 30 years experience in this line and is the safest and cheapest disinfectant to use because the most efficient.

Used by leading Boards of Health, Manufacturing Plants, Stores, Hotels, Office Buildings, Schools, Institutions, etc.

Other Sanitary Supplies of every description to suit all conditions. Write for descriptive booklet.

# PHINOTAS CHEMICAL CO.

237 FRONT STREET

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NEW YORK







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# WM. G. CARLISLE

## Contracting Decorator in Stamped Steel

233 WATER ST., NEW YORK

Mr. Carlisle has been connected with the Stamp Steel Ceiling business for upwards of twenty-five years which is a longer period than any other person now engaged in similar line of business and specimens of his work can be seen in the large stores and buildings in New York and vicinity.

## Chemische Aniline Works

Manufacturers of  
Anthracin & Coal Tar Products

24-26 Stone Street  
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## EAGLE PENCIL COMPANY

LARGEST MANUFACTURERS OF

LEAD PENCILS  
COLORED PENCILS  
COPYING INK PENCILS  
FOUNTAIN PENS  
STEEL PENS  
PENCIL COMPASSES  
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710 East 14th Street, New York

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CABLE ADDRESS LOCKSMITH, NEW YORK  
TELEGRAPHIC CODES USED

A B C 4TH EDITION  
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LIEBERS  
TELECODE

ESTABLISHED 1867

# H. HERRMANN LUMBER CO



TELEPHONES  
MAIN OFFICE ALL DEPARTMENTS  
4594  
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Main Office : 254 to 255 Canal St. N.Y.

LUMBER YARDS: { FOOT OF BROOME ST AND EAST RIVER  
FOOT OF EAST 125TH ST AND HARLEM RIVER

SAW MILLS { ASHLAND, KENTUCKY  
EVANSVILLE, INDIANA

EUROPEAN BRANCH 11 TO 29 OLD ST. LONDON, ENGLAND



# AMERICAN Ice Company,

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TWENTY-EIGHTH STREET  
AND BROADWAY.

Best Quality of  
Natural and  
Artificial  
Ice for  
Sale

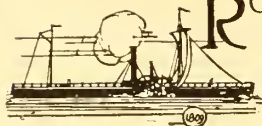


**THREE HUNDRED YEARS AGO**



**H**ENRY HUDSON discovered and explored, in the ship "Half Moon," the beautiful river which bears his name. At that time steam navigation was unknown and human muscle and the winds were the means employed for the propulsion of ships.

**ONE HUNDRED YEARS AGO**



**R**OBERT FULTON successfully navigated the Hudson in his steamboat "Clermont," the first commercial application of steam to navigation.

**EIGHTY-SIX YEARS AGO**

**G**AS as an illuminant was first introduced in New York City. At that time but little more gas was used in a year than is now distributed during one hour in the evening.

These events have contributed greatly to the advancement of civilization and the growth of our city. Imagine two millions of people obliged to burn candles and oil for light; and to cook, iron and do the one hundred and one tasks with coal and wood that gas is doing today.



**THE LEGGETT MANSION**

NUMBER 7 CHERRY ST. (1823)

IN THIS HOUSE GAS WAS FIRST USED IN NEW YORK CITY

**A SPAN OF 86 YEARS**



**THE KNICKERBOCKER GRILLE**

TIMES SQUARE

(1909)

ONE OF THE PRESENT-DAY USES OF GAS



**CONSOLIDATED GAS COMPANY OF NEW YORK**

GEO. B. CORTELYOU, President

# The object of the New York Electrical Show

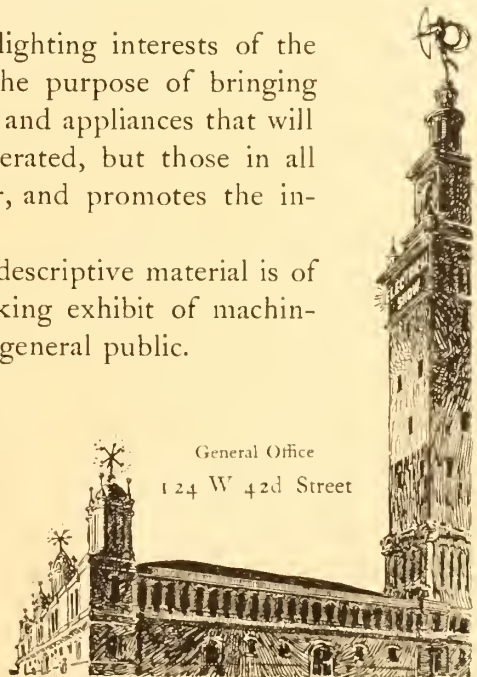
**T**HE NEW YORK ELECTRICAL SHOW creates a general public interest in electrical applications and familiarizes laymen with the use of devices that otherwise would probably not be brought to their attention. It exploits the latest application of electric motor drive for every conceivable process and gives practical working demonstrations of all the latest electrical and allied appliances.

In the vicinity of New York there are many hundreds of manufacturers who are alert to discover new methods for increasing production. Merchants are looking for novel methods of illumination and electric light advertising; owners of hotels, apartments and private houses are always interested in appliances that will add to cleanliness and comfort.

THE ELECTRICAL SHOW, fostered by the lighting interests of the Greater City and its environs, is held for the purpose of bringing together under one roof all of the apparatus and appliances that will interest not only the class of people enumerated, but those in all walks of life. It is educational in character, and promotes the increased use of electricity for all purposes.

It must be acknowledged that, although descriptive material is of great value, a practical demonstration or working exhibit of machinery produces a far greater impression on the general public.

THE THIRD ANNUAL  
NEW YORK ELECTRICAL SHOW  
will be held at  
Madison Square Garden  
October 11th to 21st, 1909





# MUNICIPAL SIGNAL SYSTEMS

In 1839 there appeared in an article by Dr. W. F. Channing, in a Boston newspaper, the first suggestion for the use of the Electric Telegraph as a Fire Alarm.

Eleven years later, in 1851, the Boston City Council made an appropriation of \$10,000.00 to allow Dr. Channing to install his proposed Fire Alarm system in that city. Dr. Channing secured the assistance of Moses G. Farmer, who was a mechanic of great skill and ingenuity, and an inventor of note in other lines.

The Boston installation was a success from the start, and soon demonstrated its great value in the reduction of losses by fire.

In 1855, John M. Gamewell, of South Carolina, purchased from Messrs. Channing and Farmer the right to use their inventions in the South, and soon afterward, acquired them for the entire country.

Mr. Gamewell secured contracts in New Orleans and St. Louis before 1861.

During the Civil War, there was nothing done, Mr. Gamewell having entered the service of the Confederacy.

Soon after the restoration of peace, Mr. Gamewell took up the work again, and first, by Gamewell & Company, and afterwards, by the Gamewell Fire Alarm Telegraph Co., the business has been developed to such an extent that there are today in the United States and Canada, over 1,200 cities and towns having fire alarm telegraph systems.

During the past fifty years, apparatus has been improved and specialized to such an extent that every requirement for accuracy and reliability has been fully met, although the fundamental principles of the system are the same as were first shown in the original Channing installation.

There have been about twenty-five different Fire Alarm Companies in the field, at various

times during the past fifty years, but in spite of constant and active competition the Gamewell Company has installed over 95 per cent of the municipal Fire Alarm and Police Telegraph Systems in the United States.

The Company has also installed its apparatus in Cuba, Hawaii, Manila, and on the line of the Panama Canal, and has taken many contracts in Great Britain, Sweden & Norway, Germany, Russia, South Africa and South America. Important branches of the Company's business are the installation of private fire alarm stations in large isolated industrial plants, and in public institutions, and its system for connecting the interior of buildings directly and instantly with Fire Departments, through its Auxiliary Fire Alarm Stations.

The Auxiliary Fire Alarm Service is established in New York, Philadelphia, Detroit, Cleveland, and many other cities, to a very large extent, and almost daily instances of its great value in saving life and property are added to its record.

The Gamewell Company is a New York corporation; its factory is in Massachusetts and is the only large establishment in the world devoted exclusively to the manufacture of fire and police emergency signaling apparatus.

The Company has many agencies in the United States and foreign countries.

The General Offices are at 19 Barclay Street, New York.

The Executive Officials are.

J. W. STOVER,

President.

WILLIAM GELLATLY,

General Manager.

W. W. BOWES,

Treasurer and

C. W. CORNELL,

Secretary.



# Pathe's Famous Films d'Art



Motion pictures every one knows about. "Films d'Art" may be a term not so familiar. It is a term used by the widely known house of Pathé Frères to designate the highest achievement in motion picture drama. Although recognized the world over as leaders in the production of motion pictures, Pathé Frères realized the necessity of making even better pictures. Technically there was little chance for improvement—their pictures were perfect, or as nearly so as human skill and experience could make them. It was only in the character of the subjects that advancement could be made. As Pathé had always led the way in making pictures it was clearly their duty to point out the new field of endeavor, if the traditions of the house were to be maintained.

The approach of the motion picture drama to the drama of the stage suggested the employment of those factors which have developed the latter to its high position in the amusement world. In France where art is superior to all other considerations, it was possible to obtain the best writers and the most prominent actors of the day to lend their services for the improvement of motion pictures—but another form of dramatic expression. Thus it happened that Pathé Frères were enabled to produce their "Films d'Art," which have fairly revolutionized the art of motion picture making.

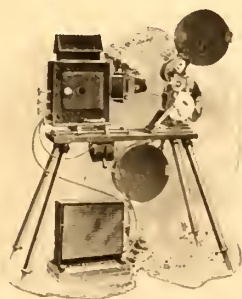
Among the many celebrated artists who have assisted in the posing of Pathé Films d'Art will be found M. Krause, leading man to M. Sarah Bernhardt; Mm. Le Bargy, Albert Lambert, M. Ravet, Delanny and Mounet-Sully, and Mme. Aime Tessandier, Mme. Bartet, of the Comedie Francais; M. Marennès of the Theatre Rejane; Mme. Cecil Sorel of the Academie Francais; M. Mosnier of l'Odeon; all of whom are popular Parisian favorites. M. Severin, who is familiar to New York audiences, has also appeared in Pathé pictures.

No less distinguished are the authors who have written and adapted subjects for Pathé Frères. Among these may be mentioned Victorien Sardou, whose "La Tosca" in pictures have proved the cause of wonder and admiration unbounded, and has crowded the picture theatres of the world to their capacity. Then there is Julius Lemaitre, Edmund Gueroult, Henri Levedan, Jules Mary, and Jules Sandeau, of the Academie Francais; men whose compositions have achieved success on the comedy and dramatic stage of France, and of the world.

There is much to be said about the wonderful photography of the Pathé pictures and still more of the consummate art of the talented men and women who have posed for them, but the best testimonial to their excellence is the crowded theatres, filled with people who find in the "silent drama" of Pathé Frères all the charm and thrill and action which their desire for diversion craves.

## PATHE FRÈRES

### Largest Manufacturers of Moving Pictures



The PATHÉ PROFESSIONAL MACHINE is unquestionably the best and most complete machine on the American market. It is absolutely free from vibration and doubles the pleasure of looking at a moving picture.

**Studios and factory in Paris, France. Branch offices in all the principal cities of the world.**

### AMERICAN OFFICES.

**NEW YORK**  
41 W. 25th St.

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**NEW ORLEANS**  
813 Union St.

# *The* **STEINWAY**

is to-day the only high-grade piano in the United States which is made and controlled by the direct descendants of its original founder.

¶ All the rest have been forced to seek the alliance or amalgamation with manufacturers of cheap commercial pianos.

¶ Thus time-honored names have become mere trade-marks, lacking every vestige of individuality.

¶ Able to pursue its lofty ideals unfettered by commercial exigencies, the house of Steinway has exerted all its energies in but one direction, with the flattering result that to-day the Steinway is proclaimed everywhere---

## **THE STANDARD PIANO OF THE WORLD**



Blue  
Brown  
Yellow  
White  
Green  
Red

Something New  
in Films!

## Chromatic Balance

—a Feature of

# The "ANSCO" Film

Notice the deep tone of the hair (brown), the lighter tone of the carnation (red), the green fern and up through each tone to the white of the lilacs.

To this **Chromatic Balance** in the Ansco Film is due the faithful portrayal of the "color ratio" as found in nature and which is for the first time possible without special apparatus for orthochromatic work.

Latitude, another distinguishing feature of the Ansco Film, permits an unusually wide range of exposure, and at the same time minimizes unsuccessful results.

This film is of the highest type possible—so easily manipulated, so universal in its application, so free from defects and imperfections that it is fast becoming the choice of the knowing amateur. They fit any camera; exposure numbers always register; non-curling.

### Yours for the Asking

A complete photographic library, in two volumes, teaching the art of making prize-winning pictures. Write for it.

*Independent dealers everywhere carry a full line of Ansco Film, Cyko Paper, and pure, carefully prepared photographic chemicals. If other dealers will not supply you, do not blame them. An agreement with their manufacturer forbids them. Look for the Ansco sign.*

**AnSCO Company**  
Binghamton, N. Y.

# The History of the Leather Trade.

---

The leather trade of the City of New York had its origin some 250 years ago, when a few small tanners were grouped together in the little town of New Amsterdam. Besides tanning and selling their leather they often made and cobbled shoes, for in those times it required almost two years to make leather and the tanner had leisure to do some shoemaking while his product matured in the yards.

After New Amsterdam had become an English town and named New York an ordinance was passed banishing the tanners from the city limits. They found an asylum in the kindly wilds of the Beekman Swamp, then a marshy tract running in from the East River, and in those days quite remote from the city itself. Here unmolested they tanned and sold leather until the early part of the last Century, when we find the tanneries gone to the woods, their places taken by warehouses, many of which are still standing, old fashioned and dignified, and a trade established which had already secured a high reputation in the community for character and financial standing.

Residing in the immediate vicinity of their places of business, and being few in

number, their close business relations were strengthened by social and personal ties, which, in spite of the many changes which took place, as a result of the growth of the city, have always characterized leather merchants of the Swamp. It was a common thing to see, in dull, warm summer afternoons, prominent members of the trade seated out in front of their stores, gossiping with their neighbors in a friendly way.

As time progressed, the business developed with the growth of the city and country, individual firms became larger, but the same characteristics, as regards conservatism and financial solidity, and also the same friendly and social disposition among its members, were retained.

When in pursuance of a law of business evolution, the era arrived for trade combinations and the formation of large industrial corporations, nothing was more natural than that leather houses in the Swamp, located as they were in close proximity and on friendly terms with each other, should form themselves into a corporation for the more efficient and economical conduct of the business which they had in common. Thus in 1893 the United States Leather Company was organized, composed of the principal firms in the leather trade of the City of New York. In this enterprise was joined, also, a



few large tanners located at Boston and in other parts of the country.

A few years later, the American Hide & Leather Company was formed in a somewhat similar manner, their business being almost wholly concerned with the manufacture of Upper Leather, while the United States Leather Company occupies itself principally in the manufacture of Sole Leather.

Naturally, the organization of these two large corporations caused great changes in the general features of the Swamp. Some of those who had been there actively engaged in business retired, and their faces are no longer to be seen in the neighborhood of Gold and Ferry Streets. Many, by reason of the formation of these corporations, were brought into closer business and friendly relations than had existed before, but the old firm names which have existed for so many years, disappeared. There still remain, however, in the Swamp, in addition to these corporations, firms which existed prior to their formation and which still continue and are held in high repute. Prominent among these is Charles A Schieren & Company, a firm engaged in the manufacture of leather belting, which has had an existence for something like forty years, and which is now housed in a large and imposing building recently erected by the senior member of the firm, a man noted for his public spirit and benefactions.

Richard Young & Company is also a well known and prominent firm engaged in the manufacture of the lighter leathers, the senior member of which has been recently elected to Congress and rendered active and efficient service in securing the removal of the duty on hides in the Tariff Bill recently passed by Congress.

Also represented in the Swamp at the

present time is the large house of Pfister, Vogel & Company of Milwaukee, one of the most important and most highly esteemed firms engaged in the manufacture of leather in the United States.

The United States Leather Company and the Central Leather Company, which are practically identical, recently removed its offices, in order to acquire more space, to their present commodious quarters on John Street, but a few steps away from its warehouses which still remain in the "Swamp." It is expected that the business of this large corporation, as well as that of the others similarly engaged in the tanning business, will be greatly benefited by the removal of the duty on hides, their raw material, which duty they have felt as a great burden upon their industry during the past twelve years. Consequently, there is at present to be observed in the "Swamp," and in fact, in the leather industry throughout the country, a distinct feeling of hopefulness as to the future. The leather trade has felt that it has not received a full share of the prosperity which has prevailed in general during the past ten years, and this is attributed to the handicap of the duty on their raw material. It is figured that the profits in the leather business have averaged distinctly lower during that period than during any previous period in its history, notwithstanding the great improvement in the process of manufacture which has been made in recent years. With the removal of the duty on hides, it is fully expected that this industry will again come to its own and take its place alongside other leading and staple industries in earning capacity. In short, it is felt that with the celebration of the Hudson-Fulton Centennial there is opened up to the leather trade a new era of prosperity.

# OSCAR SCHERER & BRO.

## Leather

29 SPRUCE STREET

THE HISTORY of this house from its infancy to the present day, has been one of unequalled progress and success. It was founded in 1840, by Charles Hauselt. The business, which was then carried on in a very primitive manner, under judicious and careful management grew steadily, gradually attaining an important position in the leather trade.

In 1890 Charles Hauselt died and the business was continued by his nephews, Oscar Scherer and Charles E. Hauselt, until 1898, when the latter retired and the firm name was changed to its present style, Oscar Scherer and his brother, A. G. Scherer, constituting the new firm. Success now became almost proverbial and today the house stands in the foremost ranks of the leather industry, sending its products to all the principal markets of the globe. Their world-famed "Flower City Kid" is the ne plus ultra of perfection and is being cut by the elite of the shoe manufacturers here and abroad. It is synonymous with comfort, refinement and durability, to which the gentler sex will readily testify, Scherer's colored glazed Kids having won special favor as they match the most delicate shades of feminine attire. The house operates a factory in Newark, N. J. and salesrooms at 29 Spruce Street, New York City. The latter are under the direct supervision of Mr. Oscar Scherer who also looks after the finances of the business. The manufacturing end is under the management of A. G. Scherer. Both factory and store are equipped in a modern and up-to-date fashion.

## FEENEY AND MOSS, Inc.

Among the best known leather houses in the city is that of Feeney and Moss, Inc., which has in a remarkably short time become one of the leading and largest establishments in its line in the United States.

The business was started in 1900 by William L. Feeney and James Moss, who decided to make a specialty of Scoured Oak Jumbos and to deal exclusively with leather and finding dealers and the manufacturers of fine shoes.

The business grew to such proportions that the original members of the firm decided to incorporate and this was done in January, 1909, Mr. Feeney becoming president and Mr. Moss, secretary and treasurer. Both Mr. Feeney and Mr. Moss are New Yorkers and have spent their entire business lives in the leather trade, acquiring a practical knowledge of the business that has been of great value in securing the best goods available and giving to their customers the lowest prices consistent with the best values.

To this knowledge add the courteous and fair treatment given every purchaser and you have the secret of the Feeney & Moss Co.'s success—a success that has brought the house prominence in mercantile circles beyond the confines of the leather line.

WM. L. FEENEY  
President

JAMES MOSS  
Sect. & Treas.

### FEENEY & MOSS

INCORPORATED

### LEATHER

### SOLE CUTTERS

**OUR SPECIALTY:** SCoured AND TEXAS OAK BACKS, BLOCKS AND SQUARES CUT FROM BEST STANDARD TANNAGES

Sample Orders Solicited

**84 & 86 Gold Street**

**Telephone 309 Beekman**

**New York**

# NATURE GAVE US

the uncertain winds  
which we utilized as  
a means of aquatic  
transportation until  
we fully realized the  
superiority of steam.

Nature also provides  
cattle, with hides  
from which we make  
leather, but that too  
is being rapidly  
superseded by  
G E N U I N E

# *Pantasote*

the original leather  
substitute, ideal for  
furniture upholstery,  
automobile tops,  
sportsmen's clothing  
and numerous other  
uses. Beware of  
imitations. :: ::

**THE PANTASOTE  
COMPANY**

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# PROGRESS Brass Fitting Co.

MANUFACTURERS

**Gas & Electric Fittings**

**Turned Brass Goods  
& Novelties**

Telephone : 5963 SPRING

**175 GRAND ST.,**

**NEW YORK**

Manufacturers and Jobbers of

## FANCY LEATHER

IN COWHIDE, CALF, GOAT, SHEEP,

SPLITS, &c.

Correspondence Solicited.

84 & 86 Gold St., New York

ESTABLISHED 1876

INCORPORATED 1895

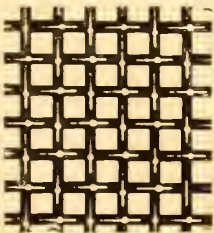
# ESTEY WIRE WORKS CO.

59 FULTON STREET, NEW YORK

Manufacturers of

## EVERYTHING IN WIRE CLOTH

Double Crimp Wire Cloth and Wire Screening for  
all purposes of Steel, Iron,  
Brass, Copper, Bronze, Gal-  
vanized and Tinned Wire, etc.

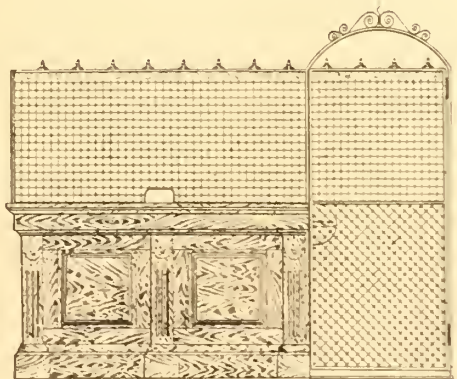


5 MESH

There is no kind of Wire  
loth required in the produc tion  
of any machine or manufactured  
article that we do not make.

### WIRE WORK

In Brass, Bronze, Steel and Iron Wire. For Bank,  
Office and Counter Railing, Store Fronts, Window  
Guards,



ELEVATOR ENCLOSURES, FOLDING GATES AND WINE BOTTLE RACKS

## Transportation & Shipbuilding

---

The question of transportation in a city of New York's magnitude and topographical situation presents many difficulties. When it is considered that a large percentage of its population must be carried to far-away residential sections and beyond the confines of Manhattan Island and that the transfer of freight is done almost entirely by barges and lighters, the task seems stupendous. Recent figures showed that 60.83 per cent of the total imports and 34.56 of the total foreign trade of the United States passed through New York City, and this, coupled with the handling of local freights, makes a total tonnage that is simply amazing, yet the railroads, ocean steamships, canals and coastwise steamers handled the immense amount of goods of every description with little effort and no apparent congestion.

The many lines of railroad centering here, the superb harbor facilities and the barge canals that reach the Western territory by way of the Great Lakes greatly simplify what would otherwise be a herculean task and reduces the difficulty of freight transportation to a minimum.

The question of passenger transportation presents more obstacles. The financial, light manufacturing and mercantile interests of New York City occupy almost the entire area of Manhattan Island, and a large percentage of the working and purchasing classes must of necessity ride to and from their homes.

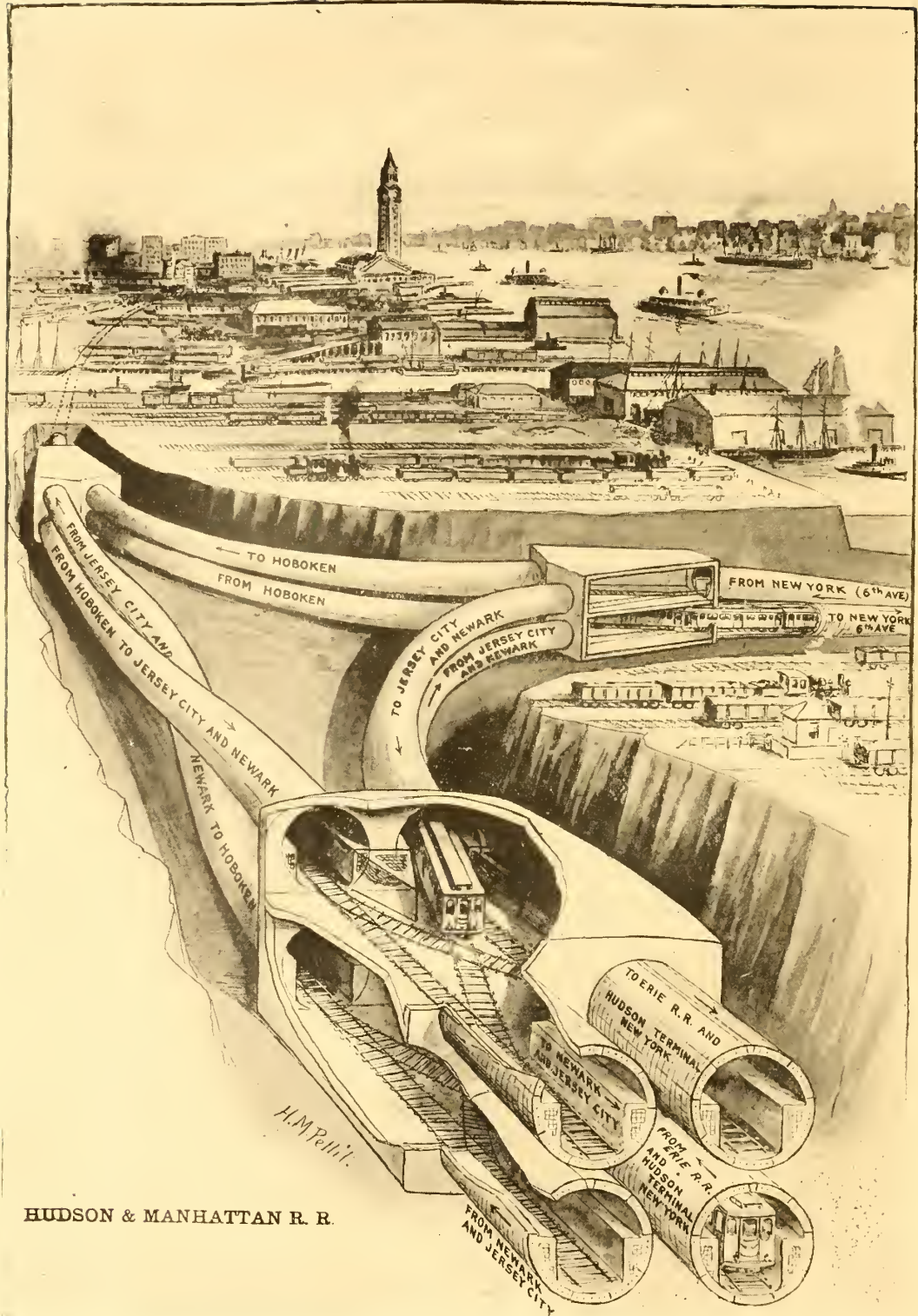
The limit of surface transportation by horse power was reached over thirty years ago, and the only known method, at that time, of relieving travel congestion—the elevated roads—was resorted to, the Ninth Avenue, the Sixth, the Third and Second following each other in quick succession. These were eventually carried beyond the Harlem River and served their purpose for a few years, when it was seen that other means must be provided to meet the largely increasing population. Changes to the cable system on the surface roads were made in 1888 and to the trolley system in 1898, but

still the service was inadequate and the need of greater facilities became pressing. In 1900 a contract for the subway was awarded by a commission appointed for that purpose, and work was commenced the same year. Four years later Manhattan Island was traversed its entire length by an underground road which up to that period had cost \$40,000,000. The subway was later extended under the East River and through Brooklyn. The greater portion of this wonderful tube contains four tracks, and future increase in population is thus provided for.

Numerous ferries to Brooklyn, Jersey City, Hoboken, Weehawken, Staten Island and Fort Lee help greatly in relieving travel congestion, while the Hudson Tunnels recently completed are among the greatest factors in passenger transportation yet conceived, and when the tunnels, etc., are finally completed, will have cost between Sixty-five and Seventy Million Dollars. The tunnels now connect Jersey City and Hoboken with New York. Stations are now located at Church and Fulton Streets, Christopher Street and Ninth Avenue, and Sixth Avenue at Ninth, Fourteenth, Nineteenth and Twenty-third Streets, and work is now being pushed to the great Terminal, at Grand Central Station and Park Avenue. The various railroads running to suburban points also help wonderfully, and with the completion of the Pennsylvania system to Thirty-third Street, through the city and to Long Island, there will be an influx of population to nearby stations on that line that will greatly relieve interurban congestion.

With the demand for river and coastwise steamers, barges and lighters and ferryboats for the carrying of freight and passengers, it naturally followed that shipbuilding should become an important industry of the port, and on the rivers near the city and those of adjoining localities, many builders of water craft are located. These are situated on Manhattan Island and Brooklyn and at Hoboken, and all manner of river and ocean craft, steam and sailing yachts, electric launches and motor boats are built, the character of the work turned out being recognized as the very best in the entire country.





HUDSON & MANHATTAN R. R.

Sectional View of the Hudson and Manhaattan Railroad Tunnels.



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Yards, Bonded and Free Stores,  
Covered and Open Piers.

CABLE ADDRESS: "Yorkdock," New York

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Two and three-fourth miles on the Brooklyn  
water front.

Special facilities for the storage of merchan-  
dise of all descriptions.

Exceptional wharf accommodations for all classes  
of vessels and cargoes.

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Railroad Tracks connecting Piers and Ware-  
houses

Brooklyn Termini for the various Railroads  
entering New York.

# OLD DOMINION LINE

DELIGHTFUL SHORT SEA TRIPS TO  
OLD POINT COMFORT, NORFOLK, RICHMOND OR WASHINGTON, D. C.  
AFFORDING PLEASURE AND REST

Round trip tickets,  
including meals and  
stateroom berth on  
Old Dominion  
Steamers.

NEW YORK  
TO  
NORFOLK  
OR  
OLD POINT  
COMFORT  
AND RETURN  
**\$14.00**



Round trip tickets,  
including meals and  
stateroom berth on  
Old Dominion  
Steamers.

NEW YORK  
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RICHMOND  
OR  
WASHINGTON,  
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AND RETURN  
**\$15.00**

**THE ONLY DIRECT LINE TO OLD POINT COMFORT AND NORFOLK WITHOUT CHANGE**

Steamers are all equipped with the United Wireless Telegraph System

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Tickets and Stateroom Reservations, Pier 26, North River, Foot of Beach Street, New York

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**W. L. WOODROW**, Traffic Manager

**J. J. BROWN**, General Passenger Agent

General Offices, 81-85 Beach Street, New York

Established 1860

Incorporated 1905

TUGS SCOWS LIGHTERS BARGES DERRICKS

## Moran Towing & Transportation Co.

17 BATTERY PLACE, NEW YORK CITY

Steam Ashes Garden Loom, Top  
Soil, White Beach Sand  
and Gravel Furnished

Contractors for the Disposition  
of Ashes, Dirt, Stone  
and Fire Refuse

TOWING AND TRANSPORTATION

Telephones

4520, 4521, 4522 Rector

Night Telephones

859 Hamilton, 1899 South

**Eugene F. Moran**, President

**Joseph H. Moran**, Secretary

# Tietjen & Lang Dry Dock Co.

**HOBOKEN, N. J.**

**NINE DRY DOCKS**

600, 800, 1,000, 1,200, 1,400, 1,800, 2,000, 6,000, 10,000 TONS

GENERAL REPAIRS ON

**WOODEN AND IRON VESSELS**

**17th STREET & PARK AVENUE**

Telephone 700 Hoboken.

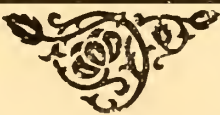
**HOBOKEN, N. J.**

ESTABLISHED 1863

CALVIN ANDERSON, President  
ANDREW A. BOUKER, Treasurer  
SAM'L E. BOUKER, Vice-Pres. & Gen. Mgr.

TELEPHONE  
CONNECTION

## Bouker Contracting Company



21-24 STATE ST. NEW YORK

### FREIGHTING AND SCOWS FOR CHARTER.

Rubble, Rip Rap Building and  
Derrick Stone.

Telford and Machine Crushed  
Stone.

Earth Filling, Steam Ashes and  
Top Soil.

DUMPS AT  
EAST 14TH STREET,  
EAST 60TH STREET,  
EAST 71ST STREET, AND  
WEST 47TH STREET.

D. A. COBB, Jr., President

F. A. MURPHY, Secretary

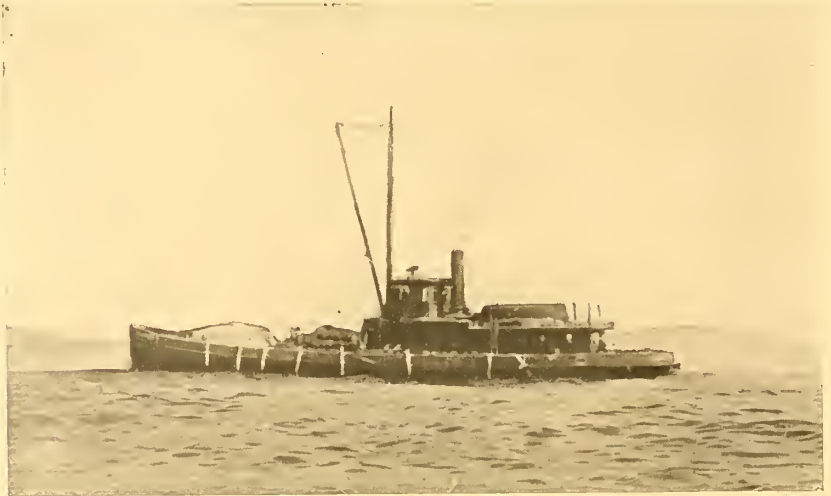
# The Wright & Cobb Lighterage Co.

## PRODUCE EXCHANGE ANNEX

Telephone 6830  
6831 Broad

New York

This company is one of the largest and best equipped concerns in the business. They have a fleet consisting of fifty barges both open and covered and two steam-lighters, and are prepared to handle almost any kind of freight offered on short notice for delivery to any point accessible by water in New York Harbor, Hudson River, Long Island Sound and the inland waters of New Jersey. The lighterage business at this port being of immense proportions the requirements for handling with promptness and despatch is, and of necessity should be, most efficient. This company is one of the best engaged in their line and make a specialty of handling perishable freight. Mr. Daniel A. Cobb, Jr., President of the company, and Mr. F. A. Murphy, Secretary, have an important part in the development of the commerce of the Port through the efficient service which they render, and they have extended their facilities to meet the growing demands of the business.



# Morse Dry Dock & Repair Co.



Foot 55th to 58th Sts.  
BROOKLYN, N. Y.

Every facility for executing  
Repairs promptly and reasonably.

Capacity No. 1 Dry Dock  
15,000 Tons.

Cable Address: PYROSISON, N. Y.



# Taylor Dredging Co.

21-24 State Street

New York

## CONTRACTORS

RIVER AND HARBOR IMPROVEMENTS

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Arthur E. Sandford, Pres.

Clarence T. Snyder, Vice-Pres.  
Telephone; Cortland 8240

Harry B. James, Sec. & Treas.

## Interstate Lighterage and Transportation Company

143 Liberty Street  
New York

TOWING

TRANSPORTATION

GENERAL LIGHTERAGE

DIVING A SPECIALTY

BOATS OF EVERY DESCRIPTION

TUGS

LIGHTERS

BARGES

**Heavy Hoisting Derricks with Capacity of 60 Tons**

Telephone 5480, 5481 Broad  
Robert McCreery

**JOHN McCREERY'S SON**

Room 427

Produce Exch.

New York

**LIGHTERS**

and

**BARGES**

**THE SIMMONS TRANSPORTATION CO.**

Harbor, River and Sound Transportation

**15 WILLIAM STREET**

Telephones: 6627-6628 Broad

NEW YORK

TELEPHONE CALL: 5600 BROAD

**John N. Robins Co.**

Erie Basin Dry Docks,  
Ship Yards,  
Engine and Boiler Works

TELEPHONE CALL  
572 HAMILTON

Erie Basin  
Brooklyn, N. Y.

Cable Address: "Robin,"  
New York,  
Scott's and Watkins

15 Whitehall Street,  
Kemble Building,  
New York

**STEAM SHIP REPAIRS A SPECIALTY**

ESTABLISHED 1840

# Henry Du Bois' Sons Company

(SUCCESSORS TO HENRY DU BOIS' SONS)

---

## DREDGING

---

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New York

TELEPHONE 701 BROAD

JAMES SHEWAN  
JAMES SHEWAN, Jr.  
EDWIN A. SHEWAN

TELEPHONE 1900 ORCHARD  
CONNECTING ALL  
DEPARTMENTS

---

## JAMES SHEWAN & SONS

---

GENERAL REPAIRS IN WOOD, IRON AND STEEL

Balance Dry Docks, Machine Shop, Saw Mill and Shipyards.

Dock No. 1, 700 Tons  
Dock No. 2, 800 Tons  
Dock No. 3, 3500 Tons

Dock No. 4, 2500 Tons  
Dock No. 5, 5000 Tons  
Dock No. 6, 1000 Tons

STANTON,  
TOMPKINS, HOUSTON,  
THIRD AND FOURTH STREETS,  
EAST RIVER



MAIN OFFICE FOOT OF  
EAST HOUSTON STREET  
**NEW YORK**

Brooklyn Shipyards: Foot 25th; 26th & 27th Sts., BROOKLYN, N.Y.

## Food Products

In that busy section of lower New York, within the boundary line of Beach Street on the north, Park Place on the south, West Broadway on the east and the Hudson River on the west, a very considerable share of the distribution through jobbing channels of the necessities of life is done for the eastern and mid-western sections of this country. Scarcely a food product known to the epicure or the toiler in the field of business endeavor but what is handled in large volume by the distributors in the section indicated.

All the staple products, like flour, cereal foods, canned goods, dried fruits, salt and other cured fish, butter, cheese, eggs, dried beans and every known description of green fruits, are put into the channels of retail distribution through the medium of the jobbing grocer. This trade in a single year—by this is meant the distribution through the New York jobber—amounts to over \$100,000,000. The capacity of the combined activities of the jobber in that little known (to the ordinary New Yorker, at least) section of the city covers a business to nearly

125,000 retail dealers, and millions of consumers every year.

This field of activity is extending. There is a growth nurtured and encouraged by an army of salesmen numbering, according to one authority here, over 6,000 active, hustling men. This force of activity means a competition for business that keeps the wheels oiled and the great modern machine, called merchandising, in motion continuously. The spirit of enterprise is everywhere observable. Every known device for cheapening the cost of goods, for the greater convenience of handling, and for the quick dispatch of orders is employed. Nothing is omitted that will lead to an increase in the volume of movement, and the result is that in less than a generation there has been a growth of outlet that has made New York the principal distributing mart of the United States.

An indication that the business men who feed the epicures and the toilers recognize the necessity for open, if keen, methods is shown in the attitude of the West Side merchant on the poor food question. Instead of



opposing or obstructing the passage of the law effective last January the leading jobbers in the New York market came out strongly in its favor. Their action was the moving force behind the introduction of some of the most drastic provisions in the law, and, if the truth be known, the food law committee of the New York Wholesale Grocers' Association has had considerable weight in influential circles among the food law officials in Washington.

Several of the larger jobbers have established manufacturing plants in connection with their distributing warehouses, and these thoroughly equipped and modernized, enable the several concerns to put into the channels of trade a varied assortment of package goods and preserves at considerably smaller cost than obtained before their introduction. Thousands of tons of jams, gelatins, fruits and cereals are produced annually that under ordinary processes of manufacture went

to the consumer at from 25 per cent to 50 per cent increase in cost. This immense business has been of general growth. Ten years ago the jobber was a power. He is today an influence that is felt in every hamlet from Maine to Texas, and from the Mississippi River east to the Atlantic Coast. Less than 40 years ago the New York jobber was content to do a business of \$1,000,000 per year. Today there are individual jobbing concerns doing a gross business of over \$30,000,000 annually. The modern automobile truck is displacing the horse-drawn vehicles, the telephone and telegraph have brought within a few minutes sections of production and consumption that 30 years ago were remote and reached by the tedious mail. These and the enterprise of college-bred business men, combined with an accurate study of conditions, are behind the evolution that has made the New York grocer a millionaire, and a force of vast commercial strength.



HISTORICAL SOUVENIR

# HECKER MILL

---

World's Largest, Most Sanitary Flour and  
Cereal Plant



COST \$3,000,000.00



is of the quality which you would expect such a mill to produce. Over sixty years **Heckers' Flours** have been the highest quality that is milled in the world. It is our policy to depend upon that for our business. **Quality** makes more converts for us than all other factors.

**E**ACH grain of wheat is scoured and polished by machinery before it is ground. Think of it! Of course it must make clean flour. No hand touches the product from the time it leaves the fields until it reaches your kitchen. Of course it is **sanitary**. No food in the world is **cleaner** or more **sanitary** than **Heckers'** products. Of course we are proud of them. Naturally we want people to hear of our great mill and its products.

A mill like **Heckers'** uses millions of bushels of wheat selected from the entire country. We blend the wheat from various sections to maintain **Heckers'** quality.

In one department we bake bread and cook cereals all day long, the year round, testing the output to maintain its uniformity. One expert purchases the wheat and many experts are criticising and judging his purchases in the finished products all the time. Such system cannot fail to produce a high standard like **Heckers'**.

## HECKERS' CREAM FARINA



Years before the recent breakfast food craze began, **Heckers' Cream Farina** was being sold and eaten as a **breakfast** cereal and notwithstanding the variety and forms of breakfast foods which have been advertised extensively, the mill has been making more and more **Cream Farina**.

The high standard adopted and maintained by the company for so many years is showing in the steady and increasing consumption of this splendid cereal.

It is bound to increase in popularity because it gives a great amount of actual food value for the money. It is made of the best part of the wheat; is highly sterilized, all food and no waste.

## HECKERS' CREAM OATMEAL



was being sold in packages and eaten for breakfast way back in the fifties. We believe it is the oldest package Oatmeal upon the market to-day. Four generations have been raised upon Heckers' Cream Oatmeal; the experience gained from catering to four generations, has taught us how to prepare Oatmeal the way it is liked best. After all there is nothing finer than Oatmeal properly prepared.

## HECKER PRODUCTS

We were the first to make self-raising flour. Heckers' Self Raising Flour and Heckers' Self Raising Buckwheat are the standards of their kind. In these days of haste it is a great convenience to the housewife to be able to do away with the drudgery of baking. To know that flour is always uniform, is to know how to bake successfully without a great deal of trouble and care. Things come out right every time.

Nothing can be finer for a change than Heckers' Old Homestead Flap-Jack Flour and Heckers' Corn Meal. There is something appetizing in the names and they are just as good as they look.

We have the finest facilities, we have the longest experience and we have every reason to take the pride we do in our products.

**HECKER-JONES-JEWELL MILLING CO.**  
PRODUCE EXCHANGE, NEW YORK



## HARRY BALFE

Mr. Harry Balfe, was born in Newburg, N. Y., in 1862, and is today one of the most conspicuous figures in the wholesale grocery trade of the United States. For years has been known as a large operator, having been connected with many different enterprises, all associated in some way with



HARRY BALFE

food supplies. He was selected by President Roosevelt to visit Panama and go over the food situation on the Panama Canal, the proposition involving the feeding of some 40,000 employees. He was also selected by Secretary of War Taft to again visit Panama, and accompanied Secretary

Taft to Panama, on the Secretary of War's last visit.

Mr. Balfe is a large contractor in food supplies with the different National, State and City Institutions, and was awarded the contract at Ellis Island, and operated the commissary at that Government station for three and a half years, feeding over one million people a year. His work at Ellis Island was such, that it was widely commented on by the press and the different Departments, he receiving the credit for operating the most model plant of its kind in the world. Has been continually associated with the wholesale grocery business, and on February 1st, 1909, became a partner in the firm of Austin, Nichols & Company, the largest importing, manufacturing and wholesale grocery concern in America. He also enjoyed for many years the reputation of being the highest priced salesman in the grocery trade of the United States.

Mr. Balfe is a member of the Chamber of Commerce, Union League Club, Crescent Athletic Club, Arkwright Club, and numerous other clubs; a Chairman of the National Civic Federation, Director of the Childsworth Company, the New York Ophthalmic Hospital, the Socorro Mines, New Mexico, and many other large corporations, President of the Sea Foam Baking Powder Company, and today is looked upon as the Harriman in the grocery field.

Mr. Balfe's business address is 61 Hudson St., New York, and he resides 873 St. Mark's Avenue, Brooklyn, N. Y.

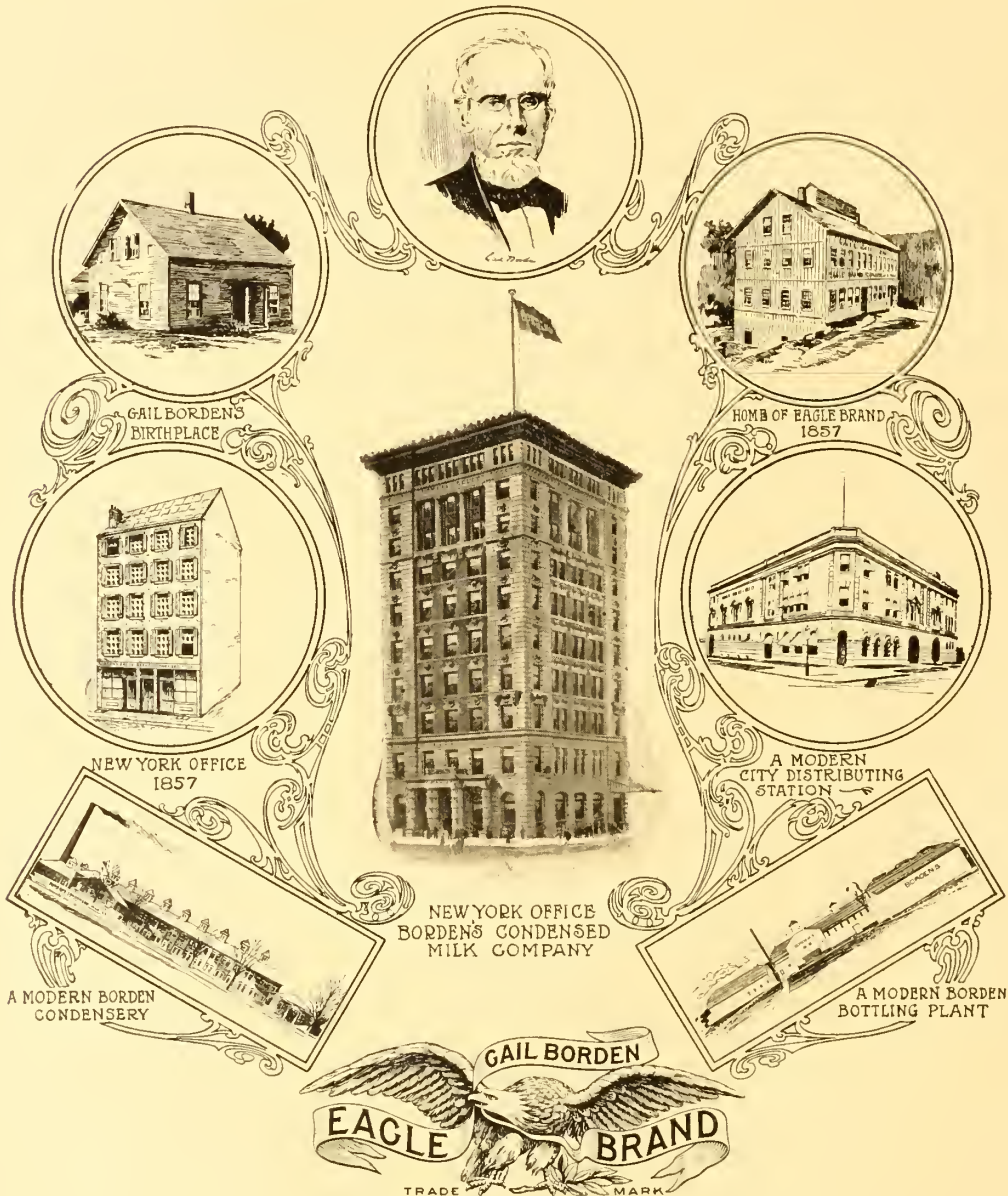
HISTORICAL SOUVENIR

# BORDEN'S CONDENSED MILK CO.,

"LEADERS OF QUALITY"

Established 1857.

New York.



Originators of Condensed Milk and Largest Manufacturers of Milk Products in the World

Proprietors of the Famous Eagle Brand Condensed Milk and Peerless Brand Evaporated Milk, which have received Highest Awards Wherever Exhibited.

# BORDEN'S CONDENSED MILK CO.

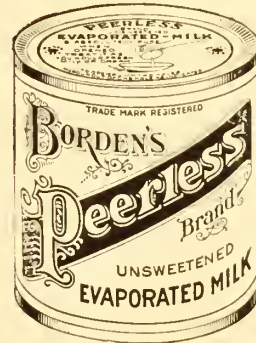
"LEADERS OF QUALITY"

Established 1857

NEW YORK



ORIGINATORS  
OF  
CONDENSED MILK  
AND  
LARGEST  
MANUFACTURERS  
OF  
MILK PRODUCTS  
IN  
THE WORLD



## EAGLE BRAND CONDENSED MILK

"The Original"

The Safest Food for Infants.  
Has enjoyed an unchallenged  
reputation for Purity and High  
Quality for more than Half a  
Century.

## PEERLESS BRAND EVAPORATED MILK

(Unsweetened)

Made from Pure, Rich, Full-  
Cream, Fluid Milk. Dilute  
with Water to Any Richness  
Desired, and use same as "Fresh"  
Milk or Cream.

The Name "BORDEN" Is the Strongest  
Guarantee You Can Have on Your  
Condensed or Evaporated Milk.



HISTORICAL SOUVENIR

New York Headquarters of

# THOMAS J. LIPTON

The World Renowned  
**TEA AND COFFEE MERCHANT**

Hudson and Franklin Streets

New York City



The story of a most remarkable and successful career is entwined around the life of Thomas J. Lipton, New York's most successful tea merchant. Mr. Lipton was born in Scotland, of Irish parentage in 1839 and as a poor boy came to America where he had instilled in him the determination for persistent hard work that has brought him to the prominent notice of the entire world as a successful tea merchant.

Though Sir Thomas always attributes his success to the teaching and care of devoted parents, it was undoubtedly America that imparted to him the ruggedness and persistency that brought success, and he often speaks of the plans he formulated while struggling here and occupying the most humble lodgings down

in Washington Street, where he first slept in America.

When fortune enabled him to seek distant shores for the development of his enormous enterprises, this city first claimed his attention and he established an office in Murray Street.

This was soon outgrown and after frequent changes to larger quarters he, in May, 1908, moved his headquarters to the most prominent location in the wholesale grocery section of the city.

Sir Thomas Lipton's motto is "There is no fun like work."

Work early and late, close attention to details and sticking everlastingly at it, is what has crowned his efforts.



# CONRON BROS. CO.

ORIGINAL PLANT



13th Street and 10th Avenue

That Conron Bros. Co. is the largest and most important independent wholesale house handling Poultry, Game, Meats, Butter and Eggs in New York City is evidenced by the rapid growth of its business, the output having increased in seventeen years from a quarter million dollars to an annual sale of ten million dollars.

The corporation conducting this gigantic business is a close one and was incorporated in May, 1902, under the laws of the State of New York, with Joseph Conron, founder of the business, as president, his brother Joseph E. Conron, treasurer, and John J. Fitzgerald, secretary. The board of directors, in addition to these officers, includes Thomas Nash and Charles F. Kelly. All were former employes of the house and were admitted to partnership on a co-operative basis. The main office and first plant is located at 10th Avenue, 13th and 14th streets; the second plant is at 189-191 Fort Greene Place, Brooklyn, and the third plant established is located at 131st Street and 12th Avenue. The fourth and largest plant is located at 643-645 Brook Avenue, Bronx, and covers four city lots and cost \$150,000.

SECOND PLANT



189-191 Fort Greene Place, Brooklyn

THIRD PLANT



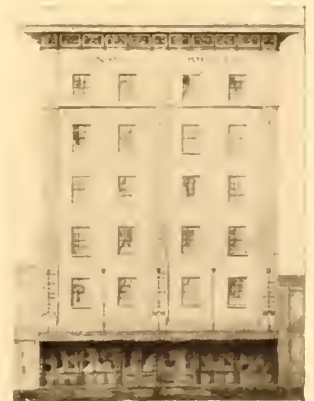
131st St. and 12th Avenue,

Each one of the plants is equipped with the latest and most improved refrigerating machinery for the economic and sanitary handling of the products and special railroad facilities enable the house to meet the closest competition and give the best service to customers.

The firm's trade extends to every part of the United States and regular shipments are made to London and Liverpool and other foreign cities.

Mr. Joseph Conron has made a life-time study of the business, and knowing the desire of the consumer to get away from cold storage poultry, has formulated a plan which he is positive will be universally adopted within a few years. This plan takes the chicken at the time of slaughter on the farm. It is then cooled by artificial refrigeration and packed in an air-tight carton. This is dated and reaches the consumer in the original package, who is enabled to see at a glance the date of killing and can eat his poultry with the assurance that it is absolutely fresh.

FOURTH PLANT



Bronx

# GUDE BROTHERS

## Butter, Cheese and Eggs

21 JAY STREET

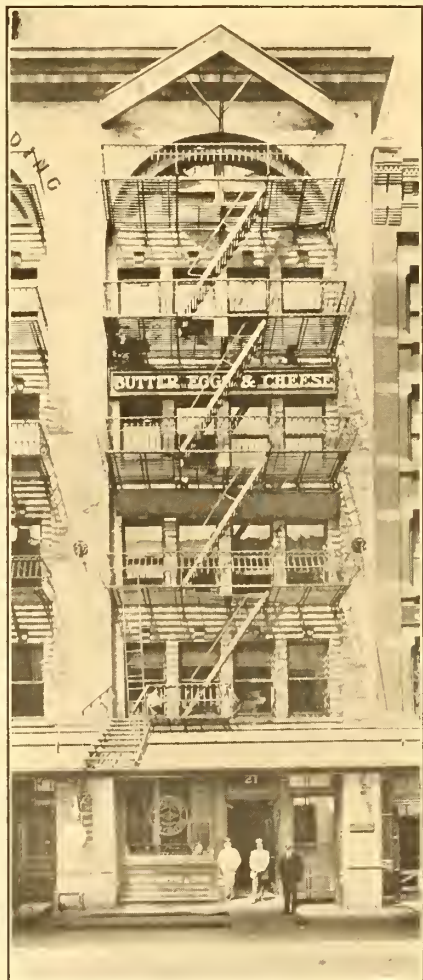
The firm of Gude Brothers was established in 1891, and incorporated in 1904. Shortly afterwards A. J. Gude became

wards Assistant Dairy Commissioner of that State. This knowledge and close relationship places Gude Brothers in control of the output of the best creameries that are making butter, according to the firm's instructions, and gives Gude Brothers the command of the best products in the market.

The firm manufacture "GUDE'S ROYAL BUTTER AND CHEESE," and handle "GUDE'S ROYAL EGGS," which are freshly gathered from the farms and put up in cartons. "GUDE'S ROYAL PRINT BUTTER" is one of the firm's leaders, and is having a large sale on account of it's superior quality. These brands of butter and cheese are manufactured under the most sanitary conditions in the best factories in the state. The firm also acts as agent for the Minnesota Co-operative Dairies Association, a corporation composed of 100 or more of the finest whole milk creameries in the great bread and butter State of Minnesota.

Gude Brothers is a "Quality House," their aim since establishment having been the production and marketing of the highest grade of goods. It is adherence to this rule that has brought success to the house and made it the leader in the dairy product line.

The business of Gude Brothers is among the highest class grocers, the leading hotels and the principal railroad companies and steamship lines.



GUDE BROS.

president; P. H. Kieffer, vice-president, and Frederick G. Gude, secretary and treasurer.

Mr. Peter H. Kieffer, the vice-president, is a butter expert, having been one of the leading butter makers of Iowa and after-

HUDSON-FULTON CELEBRATION

JOHN W. NIX,  
President

GEORGE W. NIX  
Vice President

FRANK W. NIX,  
Secy & Treas



NEW YORK.

CABLE ADDRESS  
"NIX NEW YORK"  
A B C OR REVISED  
ECONOMY CODES



BUSINESS  
FOUNDED 1839.  
INCORPORATED 1904.

# ZUCCA & COMPANY

25 WEST BROADWAY, NEW YORK, N. Y.

## Importers of Italian Products

TELEPHONE NO. 5746 BARCLAY

Of the many Italian products which we have imported from Italy for the last forty years (many having been introduced in this market by us), Olive oil and Chianti wine have had the best success, and though both pay high duty to the Government the sales increase annually.

The "BERTOLLI" brand of Lucca Olive oil, which we import in large quantities in cases containing 12 gallons each of either 1 gallon,  $\frac{1}{2}$  gallon or  $\frac{1}{4}$  gallon tins, in glass of pint or quart flasks and in barrels, is one of the purest and best grades of olive oil imported. Dr. Wiley, chief of the Bureau of Chemistry of the Department of Agriculture, has analyzed this oil and has frequently congratulated our Mr. A. Zucca on its purity, finding no trace of the slightest percentage of other oil than that of the pure olive.

Olive oil is one of the best condiments to be used not only for cooking, but as a dressing for salads, a cure for the various ailments of the stomach and to improve the complexion. The "Bertolli" brand, guaranteed absolutely pure, can be purchased at most all the large stores, and by asking for this brand the purchaser will get the Pure Lucca Olive Oil so highly recommended by physicians. If your dealer does not keep it, write to Zucca & Co., who wholesale only, but will be glad to send a sample package to any one desirous of giving it a trial.

CHIANTI WINE, red and white, is also largely imported by us, and we represent three of the largest houses in Tuscany: that of Marquis L. & P. Antinoro of Florence; Società Vinicola Toscana of Castellina, in Chianti, and Gualtieri Nunzi of Florence. Our 1904 importations are a very old vintage of exquisite bouquet; the white Chianti is superior to any of the white wine imported here; the red, three years old, is also good to drink with your dinner, and sells at more moderate prices than the very old. If you ask your grocer or hotels or restaurants for either of the three brands above named, you can make no mistake in getting the article you want. We do not sell in less quantity than 2 cases, containing 12 quarts or 24 pint flasks each, but on a trial order we will send one case of white and one case of red to any address desired, of either quarts or pints, as may be preferred by the purchaser. CHIANTI wine taken with your midday and evening meals will help digestion by better assimilating the food, thus preventing dyspepsia.

ZUCCA & COMPANY

No. 25 West Broadway



# AMERICAN CHICLE COMPANY

( Organized under the laws of New Jersey )

Manufacturers of the following brands of  
chewing gums:

ADAMS' PEPSIN TUTTI-FRUTTI

ADAMS' SPEARMINT CHEWING GUM

BEEMAN'S PEPSIN GUM

WHITE'S YUCATAN

KISME GUM

PRIMLEY'S CALIFORNIA FRUIT

---

## FACTORIES:

Cleveland, Ohio

Louisville, Ky.

Chicago, Ill.

Newark, N. J.

Kansas City, Mo.

New Orleans, La.

Portland, Ore.

Toronto, Can.

London, Eng.

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## BRANCHES:

Boston, Mass.

San Francisco, Calif.

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## Executive Offices:

135 William Street

- - -

New York, N. Y.



# The Sugar Industry

To the person unaccustomed to watching statistics of production and consumption, some of the figures given by the various manufacturers of staple food articles in this country, must be amazing.

The hundreds of products that go to make up the daily menu of the American home runs into the billions and what is hard to realize is that the enormous product represented by this vast capital is for home consumption, the export trade, although large, being but a small percentage of the output.

New York City and its immediate territories alone is a large producer of food stuffs and prominent among the industries in that line are the sugar refineries.

There are several large refineries in Greater New York that give employment to a vast army of men and represent a large amount of invested capital. In the entire United States there are about 15 refineries engaged in the production of this necessary article and the output each year is about 3,400,000 long tons.

Sugar is manufactured principally from raw sugar made from cane which is imported from Cuba, Java, Brazil, San Domingo, Porto Rico, Hawaii and the Philippine Islands, the largest amount coming from Cuba, which annually contributes 1,400,000 tons.

Raw sugar made from beets is imported from Germany and Austria, while in this country the annual crop grown will amount to about 450,000 tons. The refined sugar made from beets is of an inferior quality to that produced from cane and it does not reach the eastern market most of it being used west of Pittsburgh.

Of the various sugars made, the fine granulated and standard granulated are among the leaders,

while crystal cubes, the powdered and fine granulated are extensively used for domestic purposes. The fine and standard granulated is largely used by preservers and canners while the confectioners in addition to using the standard granulated have refined for their use an undried crystal sugar which is specially prepared. All of these varieties are absolutely pure and of the same quality the difference in grades being merely a matter of preparation.

An important by-product of cane sugar is corn syrup which all refineries turn out and which has a large sale all over the country.

None of the large refineries make beet sugar but all over the western country is scattered small concerns that turn it out. The price is usually fifteen or twenty cents per hundred less than cane sugar, but when the question of quality is considered, the eastern consumer considers it more expensive and will have none of it.

The competition in sugar has been very keen in recent years and the margin of profit to the retailer has been very small, so that it does not seem surprising that in a country of upwards of 90,000,000 population there should be but 15 refineries engaged in producing the commodity.

One reason for the apparent small representation of manufacturers is that a large proportion of the trade is controlled by one corporation that has, in different sections of the country, immense plants capable of meeting every demand.

Another reason is the deterrent effect sharp competition has on capital. To thoroughly equip a modern refinery and to erect all the buildings necessary to perfect sanitary conditions means an outlay that the average capitalist thinks is not warranted by a smaller percentage of profit than he can secure in other fields.

# WARNER SUGAR REFINING CO.



The Warner Sugar Refining Co., with an extensive plant at Edgewater, N. J., was formed in 1908 to occupy a previously untried field and one that its projectors felt reasonably sure would be prolific. This was the sale of the products only to wholesale grocers, manufacturing confectioners, fruit packers and canners.

The Warner Company at the outstart determined to make the best goods in the market and with this resolve in mind installed one of the finest and most complete plants in the world. It is run entirely by electricity and the greatest care has been exercised to obtain a pure and perfectly sanitary article. Another consideration was the expense, that figures so largely when competition is close. It was this that led to the selection of the present site, where superior railroad facilities and direct water frontage gives the company a shipping capacity of 10,000 barrels per day and reduces the cost of handling to a minimum. Large warehouses and docks directly on the Hudson River makes it possible to load the largest ocean going vessels, so that it places the company in a position to quote the lowest possible figure on export goods.

A specialty made by the company is a fancy cane syrup and a guarantee is

given that no beet sugars are used in the process of refining.

The sugars manufactured are standard granulated in barrels, small barrels, half barrels and 100-pound bags. Coarse granulated, extra fine granulated and fine granulated in the same size and style packages, and fine granulated in bags of 4-25s, barrels and bags of 10-pound, 5-pound, 3½-pound and 2-pound packets. XXXX Powdered and Standard Powdered and Confectioners' Royal Crystal are packed only in barrels, while cubes are sent out in barrels, small barrels and 100-pound bags. The New Sugar-Crystal Blocks comes in barrels, small barrels and half barrels, while Warner's Special Confectioners' Sugar is put up in barrels only. The success of the Warner Sugar Refining Company is not alone due to the superiority of the goods manufactured, some credit being due to the complete organization and excellent conduct of the business, which is looked after by the following officers: C. M. Warner, President; C. B. Warner, Vice-President and Treasurer; R. M. Bell, Secretary, and Edward L. Wemple, General Sales Manager.

The Company's Executive Offices are at 79 Wall Street, New York.

# New York, the Financial Center of America

New York's title to supremacy as the financial center of the western hemisphere is undisputed. In the volume of its banking, foreign exchange, investment and speculative operations, it is second only to London. Indeed it has so frequently participated within the last decade in the flotation of foreign government and private corporation loans, which hitherto were financed exclusively through the English capital, that it now is reducing the latter's prestige. New York's function as the monetary center of America has been recognized since the day when Hendrick Hudson began his trip up the river which now bears his name. It was acknowledged even more unreservedly when Robert Fulton steamed over the same course in the Clermont and has been conceded ever since by all the lesser cities of this country.

Occasionally, the assertion has been made that Chicago is making such rapid strides in this direction as to threaten the pre-eminent position still held by New York, and it is undeniable that New York has lost ground in some directions from a diversion of settlements and banking facilities not only to Chicago but also to other large cities of the interior, but with the New York Clearing House showing aggregate transactions, including those of 49 banks, of \$82,968,967.069 during the last calendar year, the metropolis has little to fear from such competition, especially when this banking record is backed by operations in stocks involving last year 197,206,346 shares, having an approximate value of \$15,319,491,797. Additional figures on the yearly transactions in stocks in the New York Stock Exchange show that for the last six years they have averaged 102,000,000 shares, which, at an estimated average value of \$60 a share, represents an annual business of \$6,120,000,000, without considering the business in bonds which last year involved \$1,081,261,120.

Some idea of the magnitude of the loan and trust companies of Greater New York alone can be obtained from the statement that institutions of this character have a combined capital of \$14,000,000 and surplus and profits of \$15,000,000. The resources of these institutions aggregate \$175,000,000 and their deposits, \$127,000,000. Since 1883, their resources have increased \$32,000,000 or at the rate of 27 per cent. The state banks in New York City revealed in their reports at the close of last year resources of \$450,320,345, while the national

banks at the beginning of this year reported resources of \$1,760,734,468. The city's net bonded debt now involves \$672,019,244 and valuation of the real and personal estate of the several boroughs comprising the city of New York totals \$7,158,190,400 more, compared with \$3,478,352,029 a decade ago.

The value of foreign imports into the port of New York last year was \$677,569,033, compared with \$938,658,268 for the previous year; \$888,995,918 for 1906; \$736,806,385 for 1905; \$643,954,218 for 1904 and \$500,979,147 a score of years ago. The city's exports to foreign ports last year amounted to \$734,569,865, compared with \$770,506,155 for the previous year; \$678,733,817 for 1906; \$637,610,737 for 1905; \$648,251,150 for 1904 and \$417,545,010 twenty years ago. Briefly, New York handles 47.75 per cent of the foreign commerce of the United States, and of the \$191,478,663 of postoffice receipts for the last year, it received \$18,569,119. The operations of the United States assay office in New York also illustrate the enormous amount of bullion deposits in this city. For 1908, the deposits of gold in the local assay office amounted to \$62,044,365 and the deposits of silver to \$2,595,957, while the amount of silver parted from gold involved \$233,546; silver bars manufactured, \$5,066,924 and gold bars manufactured, \$1,683,519,436.

New York has lost its reputation as a distributing point for almost all importations and for the bulk of the domestic manufactures and also has been compelled to relinquish its claim to being the sole port of export for western products, but, although the exports of the southern states are made direct from southern ports, the financial transactions connected with such shipments are effected still through this city. Chicago, however, finances most of the western grain and provision shipments and that city and St. Louis are sharing more and more in the distribution of foreign and eastern merchandise. The bulk of New York's business as a distributing center to the central and western states and to most of the South, however, remains virtually undisturbed, and, notwithstanding the efforts of interior centers to check the continued ascendancy of this city, New York still is holding its own as the greatest monetary and foreign exchange center as well as the first and foremost securities market of the country.



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scription.



# Fire and Life Insurance

The magnitude of the fire insurance business in New York City can be realized when it is authoritatively stated that in the district between Chambers and Fifty-ninth Streets the largest amount of fire insurance in the entire world is concentrated. Carrying this immense amount of risk, which is largely augmented by the insurance in force in the balance of the territory comprising Greater New York, are 51 local stock companies and associations, 16 foreign companies, and 97 New York and other state companies doing business here.

According to figures recently prepared which are used as a basis for the assessment paid annually to the fire patrol of Manhattan and the Salvage Corps of Brooklyn, the premiums for six months of this year were as follows:

Greater New York exclusive of Brooklyn.

Local companies.....	\$ 3,356,865.16
Agency companies.....	4,197,518.33
Foreign companies.....	3,104,032.99

Total.....\$10,658,416.48  
Brooklyn.

Local companies.....	\$ 913,256.10
Agency companies.....	944,408.08
Foreign companies.....	732,872.59

Total.....\$ 2,590,536.77  
Grand total.....\$13,248,953.25

In a city like New York every precaution is taken to prevent a serious conflagration, but such a calamity is possible, and were a fire similar to that in Chicago to occur here in the wholesale district it would, in all probability entail a property loss of over two billion dollars. What this would mean to the insurance companies doing business here can be realized when it is known that their combined assets is approximately two hundred and fifty million dollars—just about

one-eighth of the losses they would be called upon to pay.

The New York Fire Underwriters are constantly working to evade such a visitation and reduce the possibility of danger to a minimum. They have been active in attempting to get a building code passed that will greatly reduce the hazard, and are also trying to secure an adequate fire alarm system, which, coupled with the high pressure service recently installed in the wholesale district, will enable the merchant there to sleep a little more soundly.

The New York Fire Insurance Exchange governs rates in the city, and has an elaborate system of determining the same by physical hazard. This arrangement has resulted in the adoption of a price to be paid by the insured in the various districts, which is fair and equitable.

Additional protection is given the insured by the New York Board of Fire Underwriters which maintains a Fire Patrol in Manhattan and the Bronx, while the Brooklyn Underwriters have a Salvage Corps. These two auxiliary organizations use their energies in saving property menaced by fire, removing goods, if necessary, and in other cases covering them with tarpaulins to protect them from water damage.

The other forms of insurance in force here also represent huge investment. Life Insurance being largely in the lead, while casualty, marine and the various forms of protection offered to the many interests.

New York's life insurance companies do business in every corner of the globe, and while some of the largest individual risks have been written here, the great bulk of their business is scattered throughout the civilized world.

The leading companies are veritable Gibaltars in the life insurance world, and their assets and reserve funds run into hundreds of million dollars.

January 1st, 1909.

# Atlantic Mutual Insurance Company

Atlantic Building, 51 Wall Street, New York

**INSURES AGAINST MARINE AND INLAND TRANSPORTATION RISK AND WILL  
ISSUE POLICIES MAKING LOSS PAYABLE IN EUROPE AND ORIENTAL COUNTRIES.**



Chartered by the State of New York in 1842, was preceded by a Stock Company of a similar name. The latter Company was liquidated and part of its capital, to the extent of \$100,000, was used, with consent of the Stockholders, by the Atlantic Mutual Insurance Company and repaid, with a bonus and interest, at the expiration of two years.

Since that time the company has occupied offices, first, in what was then known as the Merchants' Exchange, corner of Hanover and Wall Streets. That build-

ing was subsequently used as the United States Custom House, and has now been renovated by the City National Bank and is occupied by that Bank. In 1851 property was purchased by the Atlantic Mutual Insurance Co. on the southwest corner of Wall and William Streets, and a building was erected thereon and occupied until 1900. The present building—which is regarded as one of the finest office buildings in New York—was erected on the same site in 1900-1901. It is a most remarkable experience, in respect to structures of such size, that every available space has been rented from that time to the present, thus making the erection of the building an absolute success



During its existence the company

Has Insured Property to the Value of	-	-	-	\$23,353,407,439.00
Received Premiums Thereon to the Extent of	-	-	-	233,923,910.44
Paid Losses During That Period	-	-	-	132,635,925.29
Issued Certificates of Profits to Dealers	-	-	-	83,811,450.00
Of Which There Have Been Redeemed	-	-	-	76,439,840.00
Leaving Outstanding at Present Time	-	-	-	7,371,610.00
Interest Paid on Certificates Amounts to	-	-	-	20,369,710.05
On December 31, 1908, the Assets of the Company Amounted to				12,824,105.23

The profits of the company revert to the assured and are divided annually upon the premiums terminated during the year, thereby reducing the cost of insurance.

For such dividends, certificates are issued subject to dividends of interest until ordered to be redeemed, in accordance with the charter.

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President,

CORNELIUS ELDERT,

Vice-President,

SANFORD E. COBB,

2d Vice-President,

CHARLES E. FAY,

3d Vice-President,

JOHN H. JONES STEWART,

4th Vice-President,

G. STANTON FLOYD-JONES

Secretary.



# ATLANTIC MUTUAL INSURANCE COMPANY

# The Home Insurance Company

Something more than a half a century ago two Fire Insurance Companies were formed in New York City, each with a Capital of \$500,000, which was double that of any New York Company then doing business. One of those two—THE HOME INSURANCE COMPANY, NEW YORK—now leads all the Fire Companies in the world. In income, assets and business, several American Companies long since passed the largest of the British Life and Accident Companies, and in 1906 the assets of The HOME were shown to exceed the fire assets of the largest British Company, thus putting the United States in the lead in all three branches of insurance, to wit: Fire, Life and Accident.

As soon as its organization was completed in April, 1853, The HOME entered the then almost unexplored field of a general agency business. It has been most capably officered and conservatively and skillfully directed. Its executives have been taken almost exclusively from inside its own ranks, and long tenure of service has notably characterized its administration in all branches—clerical, field and official. A recent list of "veterans" disclosed over four hundred of its agents, field men and officers who have served the Company continuously for more than a quarter of a century.

Its present Chief Executive, Mr. Elbridge G. Snow, joined the forces of The HOME in 1862 as a clerk, was appointed to official position as Assistant Secretary in 1885 and elected President in 1904. The Company has more than maintained its record of progress under his administration, having, as above indicated, taken the premier position among Fire Companies in the world in 1906.

The cash capital has been successively increased

at various times to the present amount of \$3,000,000. In the great Chicago fire of 1871 The HOME sustained losses aggregating over \$3,000,000, necessitating an assessment of 60% which the stockholders promptly contributed, thereby adding greatly to the already considerable prestige of the Company. Since that time The HOME has met its losses in great conflagrations and in regular course with a promptness, with a certainty of resource, with a cheerful readiness, and with an equity of adjustment which has inspired the confidence of its loss claimants and excited the admiration of the business world.

The HOME'S last Annual Statement sets forth total assets of \$24,856,499; after setting aside reserves for outstanding risks, for loss claims reported or pending, for taxes to become due and for all other purposes, a surplus to policy-holders of \$13,682,821 is shown. Deducting from this the Cash Capital of \$3,000,000, and a further contingent reserve voluntarily set aside (The HOME is the only Company observing this extra caution) for a "conflagration surplus," the *net surplus* over all liabilities and contingencies is nearly \$10,000,000.

This great Company, with its unexcelled record of competent, conservative management, honesty of practice and uniform fair dealing; appreciated by its thousands of local agents throughout the U. S., Canada, Mexico and Cuba, esteemed by its policy-holders, and highly regarded by all who know it, affords every assurance that it will continue to be an unshakable defense against financial disaster to its policyholders by fire, even in the possible event of a series of conflagrations which would shake fire insurance to its foundations.



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**PHENIX** Insurance  
Company  
OF BROOKLYN, N. Y.

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Home Office, :: 68 William St., N. Y. C.

Brooklyn Branches: 16 Court St., 113-9 Broadway

Eastern Department :: :: 68 William St.

Western Department, 205 La Salle St, Chicago, Ill.

Southern Department :: :: Atlanta, Ga.

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**ASSETS \$10,119,029**

**CAPITAL \$1,500,000**

**SURPLUS TO POLICY HOLDERS**  
**\$3,072,123**

HISTORICAL SOUVENIR

# SUMMARY OF 64th ANNUAL REPORT

OF THE

# NEW YORK LIFE INSURANCE CO.

DARWIN P. KINGSLEY, President

**NEW INSURANCE  
PAID FOR IN 1908**

**\$139,925,250**

This new paid business is exclusive of over Eighteen Millions of increase in Insurance-In-force by way of miscellaneous additions during the year 1908.

**TOTAL ADMITTED ASSETS,  
\$ 557,286,671**

**TOTAL PAID-FOR INSURANCE IN FORCE, JAN. 1, 1909  
\$1,993,559,601**

**The Company's Expenses for New Business in 1908 were 87.6% of the amount allowable for New Business under Section 97 of the Insurance Law of New York, and its Total Insurance Expenses were 54.4% of the amount allowable for Total Insurance Expenses.**

## Balance Sheet, January 1, 1909.

ASSETS.	
1. Real Estate .....	\$12,645,993.97
2. Loans and Mortgages .....	58,706,413.36
3. Loans on Policies .....	87,316,641.44
4. Loans on Collateral .....	500,000.00
5. Bonds (market vals. Dec. 31, 1908) .....	375,516,651.02
6. Cash .....	9,124,131.44
7. Renewal Premiums .....	7,413,992.69
8. Interest and Rents due and accrued .....	6,062,846.84
<b>Total .....</b>	<b>\$557,286,670.76</b>

LIABILITIES.	
1. Policy Reserves .....	\$459,209,411.00
2. Other Policy Liabilities .....	6,357,583.57
3. Premiums and Interest prepaid ....	2,763,150.84
4. Commissions, Salaries, etc. ....	1,011,983.34
5. Dividends payable in 1909 .....	7,602,905.16
6. Additional Reserve on Policies ....	3,129,402.00
7. Reserve for deferred Dividends ..	67,181,561.00
8. Reserves for other purposes .....	10,030,693.85
<b>Total .....</b>	<b>\$557,286,670.76</b>

INCOME, 1908.	
Premiums:	
On New Policies, .....	\$5,424,856.35
On Renewed Policies, ..	72,069,813.64
Annuities, etc., .....	964,255.31
<b>Real Estate Rentals .....</b>	<b>1,032,739.55</b>
Interest on Mortgages .....	2,363,915.99
Interest on Policy Loans .....	4,414,464.94
Interest on Collateral Loans .....	34,861.11
Interest on Bonds .....	15,238,957.53
Interest on Bank Deposits .....	264,222.12
Other Interest .....	3,045.62
Other Income .....	624,882.13
<b>Total .....</b>	<b>\$102,435,994.29</b>

DISBURSEMENTS, 1908.	
Payments to Policy-holders:	
Death Losses, .....	\$22,131,290.77
To Living Policy-holders, .....	27,059,967.63
<b>Paid to Beneficiaries under installment contracts .....</b>	<b>154,801.80</b>
Commissions on New Business .....	2,447,491.93
Renewal Com'ns and other Pay'ts to Agents .....	1,572,468.14
Medical Examination and Agency Supervision .....	692,919.92
Branch Office Salaries .....	1,630,045.04
Home Office Salaries .....	1,401,672.08
Taxes, Licenses and Insurance Dept. Fees .....	962,385.25
Rent and Real Estate Taxes and Expenses .....	1,011,043.46
General Expenses and Profit and Loss .....	1,107,925.23
For Reserves to meet Policy Obligations, .....	42,263,985.04
<b>Total .....</b>	<b>\$102,435,994.29</b>

**THE WILLIAMSBURGH CITY  
FIRE INSURANCE CO.  
OF BROOKLYN, N. Y.  
FIFTY-SIXTH ANNUAL STATEMENT  
JANUARY 1st, 1909.**

ASSETS.	
Real Estate .....	\$90,000.00
Bonds and Mortgages .....	502,100.00
Stocks and Bonds .....	1,372,873.00
Cash .....	311,076.69
Premiums Due .....	231,593.89
Interest Accrued .....	20,889.21
Other Items .....	3,820.47
	<b>\$2,532,353.26</b>

LIABILITIES.	
Due for Unpaid Losses ..	\$272,707.78
Reserved for Re-Insurance	1,354,380.47
All other Claims .....	20,777.82
Total Liabilities .....	\$1,647,866.07
Capital Stock \$250,000.00	
NET SURPLUS \$34,487.19	
Surplus to Policy-Holders	<b>\$884,487.19</b>
	<b>\$2,532,353.26</b>

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and 156 Montague Street, W. D.,  
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W. H. BROWN, B. W. LYON,  
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## REAL ESTATE AND BUILDING

It is a difficult thing for the mind untutored to realty values to form an intelligent idea of the vast appreciation of land on Manhattan Island and the amount involved in building improvements. The value of anything depends upon supply and demand and the fact that early in the seventeenth century the whole of the island as sold for \$24 gives a basis of value for colonial times, for without doubt it was worth no more at that period. The marvellous increase in less than three hundred years, from that beggarly pittance to nearly five billion dollars, while the total assessment of Greater New York, real and personal, reaches the amazing sum of \$7,250,500,559, shows a solid and wonderful growth and a record no city in the world has equalled.

Some idea of what this means is gleaned from the fact that the assessed value of six square miles of Manhattan in the neighborhood of Central Park is greater than the assessed value of all the land in the State of Missouri. Values have increased so rapidly that in the financial section it is impossible to erect a building, no matter how tall or how elaborate, that will equal the value of the land on which it stands.

The continued and speedy growth of New York City, has driven heavy manufacturing to cheaper localities but this deflection has been offset by light manufacturing which employs greater capital and while heavy rentals are paid these are minimized by the economy of supervision and the advantage of a world market. The advent of this line of trade has brought a largely increased population and new buildings and added valuations are the result.

With the coming of the steel corporation to this city in 1901, there followed a notable era in building of costly office structures, luxurious

apartments, and elaborate private dwellings. Vast financial interests followed this gigantic organization and when improved transit facilities removed the only obstacle to the city's expansion, the entire 327 square miles of its territory were opened up and the value of real estate rose to previously unthought of prices. The limit has not yet been reached, however, and there are still large opportunities to be realized in the purchase and sale of real estate. The city has not reached its utmost possible expansion. The population is constantly growing as the manufacture and distribution of commodities increase. New York is the gateway of Industrial America and must not only retain its supremacy as the world's greatest seaport, but go on growing. United States census figures show constantly increasing urban growth and that large and important cities exercise the strongest power of attraction.

This means that new York's amazing increase in population will be maintained and that fifty years hence it will be the metropolis of the world with unlimited riches in its personal property and an assessed valuation of real estate that is hardly computable. According to the Board of Tax Commissioners the increase in valuation the present year is less than \$100,000,000, while the normal increase in years past has been four or five times that amount. This decrease is due to several causes. A decrease in corporate real estate of \$12,000,000 and a decrease of \$18,000,000 in special franchise taxes being due to decisions of the courts reducing the valuations of many of the large corporations and the failure of the city to start the Fourth Avenue Subway and other projected improvements being given as a reason for the failure of real estate values to take their usual rise.



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William H. Porter	William L. De Bost
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President
WILLIAM L. De BOST
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WILLIAM B. HARDING
Secretary and Treasurer

BUSINESS ESTABLISHED 1796.

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## Dr. George C. Batcheller



Dr. George Clinton Batcheller, merchant and manufacturer, is chairman of the Hospitality Committee of the Hudson-Fulton Celebration and vice-chairman of the Reception Committee. Mr. Batcheller has been a Broadway merchant for over fifty years and has been prominently associated with the industrial and social life of New York. He was born in Grafton, Mass., Sept. 27, 1834, and was graduated from the Barre, Vt., Academy. In 1877 he founded the firm of Nicholls & Batcheller, which was later

Langdon, Batcheller & Co., manufacturers of corsets, with a factory in Bridgeport, Conn. The firm is now George C. Batcheller & Co., Incorporated. Mr. Batcheller is President of the Crown Perfumery Co., of London, Paris and New York, the Connecticut Clasp Co., the Barlie Duplex Co. of New York and Paris; vice-president of the Galen Hall Co. of Atlantic City, N. J.; director of the Provident Savings Life Assurance Society and the Delaware Registration & Transfer Co. He is a member of the Merchants' Association Chamber of Commerce, American Society of Civil Engineers, New England Society, American Institute of Civics, Founders and Patriots of America, Sons of the American Revolution and the New York Historical Society. Among the clubs of which he is a member are the Merchants, Manhattan and Patria. Mr. Batcheller restored the library of William and Mary's College of Virginia, the oldest institution of learning in America, and was given the degree of L. L. D. His wife was Sarah Ann Phillips of Boston.

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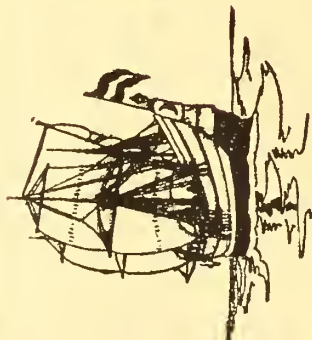
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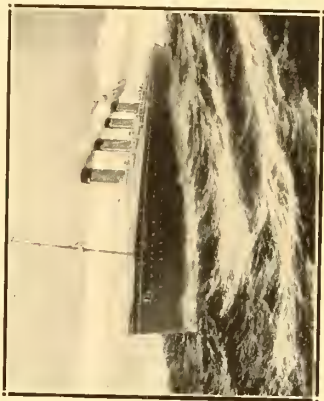
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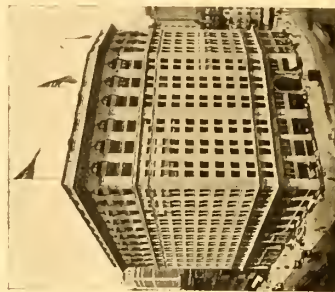
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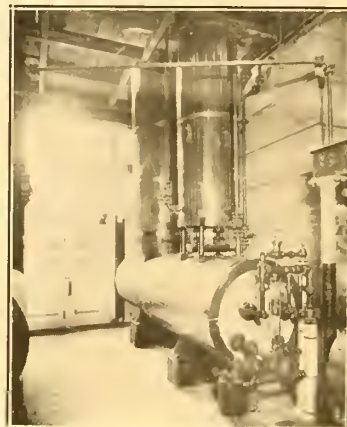
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## BENCH AND BAR

The history of the Bench and Bar of New York dates from the close of the Revolutionary War, for up to that period the laws were administered under warrant, first, from the Holland government and afterwards the English Crown.

In the days of the primitive Dutch there was little use for lawyers and courts as the disputes between the colonists were generally settled without recourse to magisterial ruling, so that the first lawyer who came to New Amsterdam from Holland found nothing to do and was forced to seek a living in other channels. As the colony increased in size this system was found inadequate and trial before properly appointed individuals under the Dutch rule, was the means by which all civil claims or criminal suits were settled.

Under English rule the form of ministering the law was changed to conform to the customs of that country and following the Revolution, the English common law was of necessity the only governing influence but it was soon found necessary to materially modify it.

With the formation of a new government under American rule came the selection of a legislative body and the passage of statutes that it was thought the English laws did not cover.

From year to year as the various cases arose and previously unknown legal problems came up, the newly established courts rendered decisions, which, however, did not make laws as under English rule, but the matters would be brought to the attention of the legislators, who made laws governing future transgressions of a like character, until now nearly every phase of crime or civil contention is covered by a legally enacted statute which generally defines the penalty for the various forms of legal transgression.

During the early period the judges and practitioners were men of learning, being profound in their knowledge and noted for their interpretation of the

English common law. With the changed conditions following the colonial wars, these men showed rare intelligence in meeting the new questions continually arising.

It would be impossible in a brief story of the early Bar to name the men who were illustrious in the pre-revolutionary period. These men, the deans of the profession in New York, imparted a dignity to the bar that has been upheld by the generations that succeeded them, and while the history and traditions of the early Bar have been an incentive to the men of the present day, they do not depend upon them for their eminence.

The changed conditions and march of time have not altered the quality of the Bar. They have merely evolved a practitioner and counselor in keeping with modern times. One who is quick in analysis and of instant decision in addition to possessing the qualities of strict integrity, deep learning and brilliant oratory, which made the early Bar famous.

In a body numerically as large as New York's Bar, there have been men of weak character and some who have been unscrupulous but taken as a whole the quality has improved, rather than deteriorated and the learning and dignity that characterized the old-time jurist still survives, while the probity has been jealously guarded and maintained.

A comparison of present conditions with the old times will show the superiority of the lawyer of to-day. In the seventeenth century five thousand dollars was considered a fortune and the limited capital then invested was productive of no intricacies calling for special skill. To-day there are scores of corporations with capital ranging from ten million to a billion and a half dollars whose interests have to be incessantly guarded by alert lawyers of great intellect and deep learning, compared with whom, the practitioner of two centuries ago would appear to great disadvantage.

## Thompson, Vanderpoel & Freedman

The present firm of Thompson, Vanderpoel & Freedman was started in 1848 by the late J. Bryce Smith and Aaron J. Vanderpoel under the name of Smith & Vanderpoel. Later, Mr. Smith withdrew from the firm and in 1853 Mr. Vanderpoel with the late A. Oakey Hall formed the firm of Hall & Vanderpoel, with N. Bowditch Blunt, who had recently retired from the office of District Attorney, as counsel. This arrangement continued for about six months when Mr. Blunt died and shortly thereafter the late Augustus L. Brown was admitted as a member of the firm, was associated with Messrs. Hall & Vanderpoel and the firm of Brown, Hall & Vanderpoel was started. This firm continued in existence for more than twenty years, during which time it was prominently identified in the Erie litigations, where it appeared as counsel for the various departments of the City of New York and the most important litigations of the day. During the existence of the firm there were taken in as junior members thereof, James R. Cuming, J. Sterling Smith, Henry W. Bookstaver and Almon Goodwin. In 1873 both Mr. Brown and Mr. Hall retired from the firm and ex-Judge Robert S. Green of New Jersey came to New York and together with Mr. Vanderpoel formed the firm of Vanderpoel, Green & Cuming, which succeeded to the practice of the preceding firm. This firm was composed of the members of the former firm of Brown, Hall & Vanderpoel and also Benjamin W. Franklin and Charles W. Gould; later, in 1884, Augustus H. Vanderpoel became a member thereof. In 1885 Mr. Gould retired and the firm name was again changed to that of Vanderpoel, Green, Cuming & Goodwin, and Henry Thompson and Delos McCurdy became members of the firm which continued without further change until the death of Mr. A. J. Vanderpoel in August, 1887. Shortly thereafter, Judge Green, being elected Governor of New Jersey, withdrew from the firm, its name being Vanderpoel, Cuming & Goodwin. Shortly after that period Richard W. Freedman, John Yard and Charles P. Yates became members of the firm, which continued until 189 , when Mr. Yates died and shortly thereafter Mr. McCurdy and Mr. Yard withdrew from the firm. Later, owing to the death of Mr. Cuming, the firm name was changed to Goodwin, Thompson & Vanderpoel, and then to Goodwin, Thompson, Vanderpoel & Freedman. Later, owing to the death of Mr. Goodwin, the firm name was again changed to Thompson, Vanderpoel & Freedman, under which name the firm now continues practice, being at present composed of Henry Thompson, Augustus H. Vanderpoel, Richard W. Freedman and Carleton Sprague Cooke.

During the sixty years of the existence of the original firm of Smith & Vanderpoel and its successors, it has been prominent in nearly every important litigation that has taken place in New York. For nearly thirty years they were counsel for the Sheriff of the County of New York; for many years counsel to the Police, Health and Fire departments; counsel for the City in various condemnation proceedings, notably the widening of Broadway from 33d Street up; were prominent in the Erie fights growing out of the Gould and Flisk fight for control; were counsel for Jay Gould, Russell Sage, Henry N. Smith, S. V. White, Samuel J. Tilden, Marshall O. Roberts, and many others of prominence; were counsel for the Western Union Telegraph Company and the Manhattan Elevated road at the inception of the latter; were attorneys and counsel for the successful plaintiff in the litigation arising out of the Will of the late Samuel J. Tilden; counsel in what is known as the "Little Lord Fauntleroy" suit and many other prominent cases too numerous to mention.

## Harry B. Bradbury



Harry B. Bradbury, of No. 60 Wall Street, the author of several standard works on practice and pleading, came to New York in the eighties. He was born in Bradford County, Pennsylvania, and comes from Puritan stock. His ancestors, both paternal and maternal, have been soldiers in practically all the wars in which the colonies and the Republic have been engaged, including a number of Indian fights. The family originally came from Yorkshire, and first settled in what is now York County, Maine. Mr. Bradbury secured his legal education through his own efforts, having successively been a farm hand, a machinist, a telegraph operator and a newspaper reporter. While doing newspaper work he studied law at odd times. His latest book on pleadings has had a large sale and is a standard work in New York State.

## Willard Brown



Among the members of the New York Bar who have attained prominence in the profession is Willard Brown. He graduated at Harvard College but received his legal training at Leipzig University and Harvard Law School.

Mr. Brown is a member of the firm of Brown & Wells, who are the Tax Attorneys for the Western Union Telegraph Company and has been connected as counsel with the New York Central R. R. Co., the Erie Railway, the Standard Oil and other corporations.

The firm of Brown & Wells, in connection with Hon. Smith M. Weed, undertook and successfully carried through the San Domingo loan, which involved the construction of a railway in the Island and the collection of its revenues, which were greatly enhanced. Their administration culminated in the treaty between the Republic of San Domingo and the United States, under which the latter government now collects the revenues. Beside their law practice the firm is now engaged in the development of several industrial enterprises.

## J. Arthur Hilton

Prominent among the members of the New York Bar who have attained eminence in their profession, is J. Arthur Hilton, who in addition to his legal attainments has developed an acumen for business and financial pursuits that places him among the successful men of the day.



Mr. Hilton was born in Cohoes, N. Y., and was educated at Colgate University, Hamilton, Madison Co., in this state. He graduated from that institution of learning with the degree of Ph.B. and B. S. and afterward secured the degree of B. L. from the New York Law School, from which he graduated with honors.

His home being in Brooklyn, Mr. Hilton was admitted to the Kings County Bar and at once took up the practice of his profession, being remarkably successful even at the commencement of his career.

Before he could cast a vote Mr. Hilton was deeply interested in politics. At college when but eighteen years of age he was an editor on the "College Republican" and gained much reputation as a speaker of force.

After his admission to the bar he threw himself actively into campaign work and became one of the most prominent figures in Brooklyn politics. In consequence of his activity along this line, together with his acknowledged fitness, Mr. Hilton has been tendered the nomination for several prominent public positions, but could never be induced to relinquish his legal and business career for a political one.

He is at present a member of the 18th Assembly District Committee and of the Kings County Republican Committee and has presided at several judiciary and other conventions.

At present he is not so active in the actual fights of Kings County but acts more in an advisory capacity.

For twelve years Mr. Hilton has been engaged in trial work and during that period he has been counsel for many leading railroads and has figured prominently in various large negotiations and all classes of litigation.

Although the bulk of the cases were claims, there was one that he fought successfully that involved the sum of \$250,000 through breach of contract.

Having attained success in this branch of his profession, Mr. Hilton devoted his entire time to it and at present represents, in addition to his railway clients, some of the most prominent insurance companies doing business in New York City. He is also largely interested in one of the leading processes for making and developing moving pictures and the machines used for that purpose.

He is an ardent sportsman and every year throws aside business cares for a trip to a beautiful camp and shooting lodge which he owns in St. Lawrence County in the Adirondacks.

He also owns an 800 acre farm in Dutchess County, where he raises prize cattle and food products, at a profit, which proves that business methods apply to agriculture, as well as to any other pursuit.

Mr. Hilton is a trustee of the Greenwich Baptist Church, Brooklyn, a bank director, and a member of the Masonic fraternity, being largely interested in Shrine and Commandery work. He also belongs to the Lawyers Club and the Union League of Brooklyn and until January 1st, 1909, was president of the strong Invincible Club of that city. Among the organizations to which he belongs Mr. Hilton is popular because of his cheerful temperament and ability to entertain.

This last accomplishment adds greatly to his versatility,—Lawyer, Financier, Manufacturer, Clubman, Farmer, Politician, Churchman and Sportsman, is a rare combination, but when Raconteur is added it is the mark of good fellowship and popularity which Mr. Hilton enjoys.



# The Practice of Commercial Law

The growth of commercial law practice in the last thirty years has been marvelous and is of course the direct result of business expansion due to the increased extension of credit and the universal desire to conduct business on a larger scale.

Previous to this time the facilities for collecting past due accounts were very limited. It interfered somewhat with credits at a distance owing to the lack of these facilities. The attorneys in the past were not versed in the methods of quick action and many accounts were placed in the hands of persons who were not attorneys but who simply had a persistent way of dunning.

The mode of procedure is very different today. There are now employed in the service men who have made the practice of commercial law their life study, and subordinates who are trained specialists having at hand every conceivable aid of the modern office. Instead of leaving such matters to the attention of a law student they are now handled by men naturally fitted for the work who do nothing else and in the case of business being sent out of the city the modern lawyer does not trust to luck that his correspondent will account for the proceeds as did his predecessor but instead, has the services of correspondents in every city and town who is recommended and whose faithfulness and honesty is guaranteed by one or more of the prominent surety companies.

The modern law office has been called a law factory and the comparison is not wrong when one considers the vast detail and system which enables it to run so smoothly. Where former practitioners wrote letters the telegraph and telephone are now used. In these times of extensive credits with firms endeavoring to do too much business on too little capital men must form judgments speedily and act quickly upon them. This is especially true of the commercial lawyer and to meet emergencies the modern office must have many men ready to go any distance that is necessary and capable of acting upon matters on a moment's notice.

It is the era of specialists. Thus an office must have a lawyer trying nothing but cases in the lower courts, another devoting his time to the courts of record, still another to the bankruptcy courts, another in charge of correspondence and so on through all the details.

With the increased volume of business there has been an increased competition and many persons not lawyers have entered the field either in a personal or corporate capacity. The so-called collection agencies are usually corporations and many evils have crept into the practice because of such fact. So pronounced have these evils become that the New York Legislature last winter passed a law making it a misdemeanor for a corporation to practice law or furnish attorneys and while its effect is not yet apparent the reason of its passage is obvious and it will no doubt operate for the good of both the merchant and the lawyer in elevating the standard of the commercial lawyer.

It goes without saying that a lawyer who by his profession is an officer of the court and whose personal reputation and integrity are at all times at stake must necessarily give better service than a corporation whose members are not attorneys and therefore not amenable to the ethics of the profession. It is very easy, therefore, to realize the importance of having a law firm to handle litigation, and not a collection agency.

The best service, of course, can always be given by a firm that has a large force, and has business enough to make it worth while to give especial attention to this branch of the law. Naturally the more business the commercial lawyers handle the more expert they become, and the better is their judgment in the acceptance and rejection of compromise offers, and the decisions which they must make sometimes twenty times a day, whether to sue, or file a petition in bankruptcy, or give a party time in order to meet some claim which has been placed with them.



## Truax & Watson

Truax & Watson, of No. 141 Broadway, Borough of Manhattan, is one of the best known firms engaged in the practice of commercial law in the city of New York. Arthur D. Truax and Edwin A. Watson became associated as law partners in September 1900; with offices at No. 141 Broadway, where they are at present situated. The business of the firm has grown so steadily, that the office space required at the present time is more than double that occupied in 1900.

Arthur D. Truax, the senior member of the firm, whose father is the Hon. Charles H. Truax, Justice of the Supreme Court of the State of New York, has been a member on many commissions, and has acted as referee in a large number of cases sent to him for hearing by Justices of the Supreme Court sitting in New York County.

Edwin A. Watson, before his admission to the bar, was for some years secretary to Justice Truax. In 1904, Mr. Watson was nominated by the Democratic party as its candidate from the Eighth Senatorial District for Senator. This district is known as the Republican stronghold of Kings County, but Mr. Watson, making a strong fight, in a year when Theodore Roosevelt carried to victory with him nearly all the Republican candidates, met with defeat by the narrowest of margins. Charles Cramer and Isaac H. Levy, who has made a name for himself as a most able trial attorney, have been members of the firm for several years, and have contributed much to its success.

Truax & Watson are attorneys for a large number of New York, Brooklyn, and New Jersey firms, and they have made themselves known as one of the leading firms engaged in the practice of commercial law, they have also been largely occupied in the general law practice, meeting with marked success, notably in the case known as the Union Street litigation, in which they recovered for property owners in Union Street, Brooklyn, substantial judgments for damages caused by the construction and operation of a street surface electric railway, which have been affirmed on appeal.

## Hastings & Gleason

The firm of Hastings & Gleason was formed about twenty-eight years ago and was originally composed of Col. George S. Hastings and Albert H. Gleason. Marvyn Mackenzie was afterwards admitted to the firm and it remained the same until the death of Col. Hastings.

The firm has, during its existence, been actively engaged in general practice, being attorneys for various corporations, banks and general counsel for a number of the Boards of Trade.

As the counsel for a large number of mercantile houses the firm years ago established a commercial department in the office having a large number of employees in this special department and owing to the fact that such a large volume of business has been forwarded by them to various attorneys throughout the United States, at the present time they are representing a great many attorneys having business in New York.

Mr. Albert H. Gleason after studying law with Judge Nutting at Oswego, New York, came to New York and associated himself with Col. Hastings. Mr. Gleason has always been an active Republican being among the oldest members of the Republican Club of the City of New York and at the present time is President of the West Side Republican Club. He is also Vice-President of the Chesapeake-Western Railroad Company and director in a number of business corporations.

Mervyn Mackenzie is a native of British India. He was for a number of years a member of the Canadian Bar and in active practice in Toronto. He came to New York in 1898 and became associated with the firm of Hastings & Gleason.

# MEN OF NOTE

In attaining place as the first city in the United States and in the onward stride that will make it the Metropolis of the world, New York has been aided by men of the strongest character, the greatest intellectual ability, and wonderful constructiveness. Men who have had the brains to conceive and the energy to execute; who, in the early days, even as now, saw the possibilities of future greatness and contributed their strength and ability to attain the coveted goal.

All great cities exert a magnetic power in attracting men from every quarter—men of brain and brawn, who are desirous of making a name and place for themselves and see greater possibilities in large communities. That is one reason why New York has always been noted for men of great intellect and rare executive ability. The best come here to avail themselves of superior chances and the native born, although in the minority, are equally strong and optimistic and thoroughly capable and energetic. The combination of these two classes presents a formidable fighting front—one that has never fallen behind, but has rather kept advancing until the supremacy of the city is acknowledged, and just praise given the men who have and now are making the winning fight.

In every profession, corporation, manufacturing plant or wholesale and retail mercantile establishment are men of rare executive ability. The opportunity of attaining greatness may not come to some of these but they are of the strong, go-ahead kind and the sum total of their efforts has been the production of a city that is a recognized world power.

The financial field offers a fitting illustration of the intellectual strength of the men of the hour.

There is not a spot on the face of the civilized

world that does not feel the pulsation of Wall street. Here are grouped the most able capitalists of any age, who play with millions as a child would with toys, and direct gigantic undertakings that startle and amaze. In the commercial world it is the same. The business is not as colossal as that of the financier, but the same acumen and foresight is a strong requisite and the success of the merchant and manufacturer of the city is an indication that they are strong on these essential qualifications.

In the direction of shipping and transportation interests men of the same mental calibre appear, and in art, music and the allied professions, New York is not behind. There are here college professors who have by scientific research made world-wide reputations; artists whose works are accepted as the best of modern times, and architects who have designed structures that have made them famous.

In engineering, the city stands ahead of the world. In this profession are men whose works dot the surface of the globe and stand as monuments to American skill. They have as a class contributed more to the development of the age than any other set of men. They have made the jungles of the world passable and converted the deserts into livable spots; created cities where once were sand wastes and by bridging chasms and tunnelling mountains, have brought the farthest ends of the earth in comparatively close communication.

The mining engineers of the city have operated in every possible corner where metal exists. They have scoured every nook in Mexico and South America and have gone as far afield as South Africa, where many of them have been connected with some of the greatest European mining operations and returned with reputations that are the envy of every European engineer.

New York should surely be proud of the intellectual giants that have made her famous throughout the world.

## NIKOLA TESLA

Nikola Tesla, electrical engineer and inventor, was born in Austria-Hungary in 1857 and received his early training in the elementary and lower Realschule in Lika and later graduated from the higher Realschule in Carlstadt, Croatia. His technical training was at the Polytechnic School, Gratz, Austria, and the University of Prague, Bohemia.

Mr. Tesla's career as an electrician began at Budapest, Hungary, in 1881, when his first electrical invention, a telephone repeater, was produced. He perfected many devices along the



TESLA LABORATORY, LONG ISLAND, N. Y.

same line and his success led him to the wider fields of France and Germany. He came to the United States in 1884 and since that time has added year by year to the number of his electrical inventions in the field of production and transmission of light and power and has added greatly to the knowledge and uses of electrical energy.

For years after becoming a citizen of this country, Mr. Tesla devoted himself assiduously to his profession and achieved lasting fame and an international reputation in presenting to the

American Institute of Electrical Engineers his discovery of the rotating magnetic field, which is now universally adopted in the electric transmission of power. A few years later he disclosed, among other advances, his invention known as the Tesla transformer, now indispensable in wireless telegraphy. The degree of LL. D. was conferred upon him by Columbia University in recognition of this achievement. Shortly after he presented in a lecture before the National Electric Light Association and the Franklin Institute the plan of his wireless system and received the Cresson Gold Medal.

While honors have come to Mr. Tesla by reason of his many successes, the most notable conferred upon him was a resolution of the professors of the Polytechnic School in Vienna, which has been sanctioned by the Emperor. By this resolution Mr. Tesla is made honorary director of the institution and Doctor of Technical Sciences. The diploma is given to him "as a recognition of extraordinary merit in the laying of scientific foundations and working out of technical principles, and, in particular, for his invention of apparatus which is now of the greatest significance in the electric transmission of power and wireless telegraphy."

Mr. Tesla is an honorary member of numerous institutions, societies and academies of science and has received in every part of the world the highest recognition for his achievements.

This fame will, however, seem insignificant when compared to that which is bound to crown his latest work. This it is stated from a reliable source is the recent perfection of a new principle of propulsion which promises to revolutionize ocean travel.



## Niels Poulson

Born in Denmark, February 27th, 1843, and was educated there as an architect and builder. Came to this country in 1864, and for about two years worked as a mason; was then employed by the Government as a draftsman in the office of the Supervising Architect in Washington, and at the end of two years, resigned from this position because of a desire to locate in New York and make a study of architectural iron work. Was employed for eight years by the Architectural Iron Works of New York, and during that time, (for about seven years) had charge of the achitectural and engineering department connected with the works. In 1876 he started in business for himself on a very small scale but with a view towards introducing a higher grade of work than was then prevalent. Mr. Charles M. Eger, who had been with Mr. Poulson (as draftsman) at the Architectural Iron Works, came to Mr. Poulson in a similar capacity, and, after the business was fairly started, was taken in as a partner under the firm name of Poulson & Eger. They immediately endeavored to increase the mechanics' knowledge of the business and to encourage and instill in them a liking for better work; they established in connection with the business, an Evening School for drafting for the benefit of the employees; which proved a great success, and in a few years served to establish a grade of work for building purposes far in advance of what had been used before. For many years there were no competitors, since then, however, many of the men who had been trained in their office and the works, started in for themselves or have been employed by other concerns so that the grade of work introduced by Poulson & Eger is now well established in this country.

The School of Mines, some few years ago, made a comparison between European and American Iron Work and came to the conclusion that in such work this country is far ahead of the rest of the world and they were good enough to give this concern full credit for establishing, in this country, the present high class of work. The Hecla Iron Works. (formerly Poulson & Eger) is the pioneer in introducing better metals and better work, and Mr. Poulson and Mr. Eger have been exceedingly well rewarded in their efforts to improve the business in which they have been engaged.



## JOHN HAYES HAMMOND



Among the men who have attained eminence in the field of engineering is John Hayes Hammond, whose work as a mining expert has led him into every corner of the globe and on one occasion into complications that almost led to his execution.

Mr. Hammond was born in San Francisco and received his early education in the schools of that city. His technical training was obtained at the Sheffield Scientific School, Yale, from which he received the degree of Ph. B. His mining course was taken at the Royal School of Mines, Freiburg, Saxony, and the other degrees he has received are A. M. from Yale and Honorary Doctor of Engineering from the Stevens Institute of Technology.

After graduation Mr. Hammond entered actively into the work of his profession, one of his earliest positions of prominence being his engagement as special expert to the United States Geological Survey examining the gold fields of California.

He later turned his attention to Mexican mines and afterwards became consulting engineer for the Union Iron Works, San Francisco, and to the Central and Southern Pacific Railways. Mr. Hammond has examined properties in all parts of the world, and while in South Africa became consulting engineer for Barnato Brothers, and afterwards for Cecil Rhodes, of whom he was a strong supporter. While in this part of the world Mr. Hammond acted as consulting engineer for the Consolidated Gold Fields, the British South Africa Co. and the Randfontaine Estates Gold Mining Company.

After the Jameson raid in the Transvaal in 1895-96, which was an incident of the reform movement of which he was one of the four leaders, he was sentenced to death, but this sentence was afterwards commuted to 25 years' imprisonment. After discussion and negotiations between the interested governments, Mr. Hammond was released upon the payment of a fine of \$125,000, and immediately departed for London, where he at once became largely interested in mining companies. He returned to the United States shortly afterwards and has since been busily engaged in examining mines in this country and in Mexico.

Mr. Hammond has been a frequent contributor to scientific journals and has lectured at Columbia, Harvard and Johns-Hopkins Universities, and the Stevens School of Technology. He is a fellow of the A. A. S. and is a member of the Metropolitan, Century, Engineers, Explorers, Racquet and Tennis, University and New York Yacht Clubs of this city; the Chevy Chase, Cosmos and Metropolitan of Washington, D. C.; the Country Club of Lakewood, N. J.; University of Denver; Union and University Clubs of Boston; the University of Salt Lake City; University and Pacific Union of San Francisco, and the Carlton of London.

Mr. Hammond's offices are at No. 71 Broadway.

# Alfred Chester Beatty



ALFRED CHESTER BEATTY

Alfred Chester Beatty, consulting engineer, was born in New York City, February 7th, 1875, son of John Cuming and Hetty (Bull) Beatty. He received a thorough education both in private schools at Dobbs Ferry, N. Y., and at Columbia University, being graduated from the School of Mines there in 1898. He then took a special course in engineering at Princeton University, and entered upon the practice of his profession at Denver, Colorado, as a consulting engineer. He was engaged in general engineering work throughout the western part of the United States, Mexico and Alaska until 1900. When John Hayes Hammond, the mining expert, returned from Africa in that year, Mr. Beatty took charge of all his work in America. In 1903, he was appointed Consulting Engineer and Assistant General Manager of the Guggenheim Exploration Company, his principal line of work being first the operation of their properties. This department

he soon gave up and devoted the greater part of his time to the examination and purchase of properties for them. Among the properties purchased were the Esperanza Limited, of Mexico, the largest and biggest gold producer in Mexico, Utah Copper Company, Nevada Consolidated Copper Company, and Cumberland Ely Copper Company.

Mr. Beatty took charge of the negotiations with the King of Belgium which resulted in the formation of the "Societe Internationale Forestiere et Miniere du Congo." This Company controls an area of 500,000 square miles in the Congo Free State, and at present is exploring the country. In addition to his position as Director, he has charge of the technical committee, being its chairman.

Mr. Beatty is director of the Inter-continental Rubber Co., president of the American Congo Co., director and member of executive committee of the Ray Consolidated Copper Co., director and member of the executive committee of the Chino Copper Co., consulting engineer of the Utah Copper Co. and assistant consulting engineer of the Camp Bird Limited.

Mr. Beatty is a member of the American Institute of Mining Engineers, the Society of Colonial Wars, and the Sons of the American Revolution. He is also a member of the Metropolitan Club, the University Club, the Lawyers Club, and the Engineers Club, of New York City, the Denver and University Clubs, of Denver, and the Alta Club, of Salt Lake City. He was married at Denver, Colorado, in April, 1900, to Grace Madelin, daughter of Alfred Rickard of London, England; and has one daughter, Ninette, an one son, Alfred Chester Beatty, Jr.

He has recently opened independent offices in New York as Consulting Engineer, and is devoting his time to the interests mentioned and to the development of new properties.

## FRANK KLEPETKO



Frank Klepetko, Consulting Engineer, was born in Bohemia in 1856. His parents emigrated to the United States in 1867, and settled in Cleveland, Ohio. He attended the Cleveland public schools, graduating from the High School in 1875. He obtained his degree of Engineer of Mines at the School of Mines, Columbia University, in 1880.

From 1880 to 1882 he was employed by the Conglomerate Mining Company of Michigan. He then entered the employ of A. S. Bigelow of Boston, Mass., and his associates, in their various mining and smelting enterprises in Michigan, the principal ones of which were: The Tamarack, Osceola, and Kearsarge Mining Companies, the Hancock and Calumet Railroad, and the Dollar Bay Smelting Works.

In 1891 he was transferred by Mr. Bigelow to Montana, to complete the construction of the Great Falls Smelter for the Boston & Montana C. C. & S. Mining Company, and when this was finished, he remained there to superintend the operation of the plant. Many difficulties had to be overcome and many problems solved to bring the plant to its high degree of economy and efficiency. Among these we can mention: the improvement of wet concentration methods for ores, effecting higher savings; development of a satisfactory and

economical calcining furnace; the gasifying of high ash coal; the application of gas to reverberatory smelting of copper ore calcines; the development and application of the blast furnace to semipyrritic smelting of raw copper ores, including the mechanical charging of same; the development of the direct converter process for copper mattes, i. e. the bringing of molten copper mattes direct from the furnace to the converter, without intermediate solidifying and remelting; the improvement of the parallel system of electrolytic copper refining, and the development and improvement of mechanical appliances in all departments. These improvements put this plant so far ahead of similar plants, that it became the model plant, and its improvements were copied by copper metallurgists generally.

In 1896 he was appointed to the general management of the Boston & Montana and the Butte & Boston mining companies, which later were absorbed by the Amalgamated Copper Company. In addition to these duties, he was appointed in 1900, manager of the Anaconda Company's Reduction Works. In 1902 he resigned his active Montana positions, in order to take up consulting work in New York, and he has been so employed ever since.

Under his supervision and management, the great Copper Smelting Works at Great Falls, Montana, the Utah Consolidated Smelter at Salt Lake, the Michigan Smelting Company's Smelter at Houghton, Michigan, the Cerro de Pasco Smelter in Peru, and the Anaconda Smelter, of the Amalgamated Copper Company, have been constructed. The latter is the largest, the most complete and the most economical plant of its kind in the world. All of these smelters are operating very successfully, and with the highest economy.

He is a member of the Columbia University Club, the Engineers' Club, the American Institute of Mining Engineers, the Institution of Mining and Metallurgy, the North of England Institute of Mining and Mechanical Engineers, and the Montana Society of Engineers.

While in Peru for the Cerro de Pasco Mining Company, Mr. Klepetko became convinced of the opportunities for profitable mining in that country, and of the assured tremendous increase in the development of its mineral resources, as soon as the Panama Canal is finished. With this in view he acquired there many mining properties, and is now raising capital to develop them. He has an office in Lima, the capital of Peru, and also at No. 42 Broadway in New York.



# EDWARD BECKET

Among the prominent consulting engineers of the city who have been identified with work of the most important character, is Edward Becket, whose offices are at No. 60 Wall Street.

Mr. Becket was born in this city June 11th, 1874, and received his education in the public schools, and at the Cooper Institute.

After finishing his technical training he was chief engineer for Prof. Charles E. Tripler who became celebrated through his production of liquid air in large quantities.

Mr. Becket constructed a liquid air machine for the Paris Exposition which was awarded the first prize by the French Academy of Science and from the French Government. This machine outclassed those built by Carl Linde, of Germany, Raoul Pictet of the French Academy, and Sir James Lewar of the Royal Institute of London.

At this period Mr. Becket was tendered and accepted a professorship in the Hamilton Institute, New York City, and for two years taught chemistry, physics and the allied sciences.

Desiring a field of wider activity, Mr. Becket devoted his entire time to engineering, and assisted in the construction of the foundation of the New York Stock Exchange, the Flat Iron Building, the Aeolian Building, and many other large structures. He also had charge of the investigation of the pollution of the Hudson River and Saratoga Lake by the various paper mills along the shores of these two sources of water supply.

Mr. Becket was in Europe for a year making

a study of Oxy-Acetyline apparatus and the conduct of oxygen under high pressure. Upon his return to this country he gave a demonstration at Columbia College, before a large number of engineers and scientists for the purpose of showing the feasibility of cutting up the wreck of the cantilever bridge at Quebec by means of the oxy-acetyline torch, and succeeded in cutting a piece of riveted steel 4x6 inches in five minutes and twenty-five seconds.

This is conceded to be the first recorded test of this character and was a demonstration highly favorable to Mr. Becket, and one that was of vast benefit to engineering along this line of work.

The Quebec Bridge disaster will go down in history as one of the greatest that has ever occurred, and Mr. Becket's proof of removal was made only after the best engineers had said that the evidences of this wreck could never be removed by practical means and would forever remain as a monument of engineering stupidity and a disgrace to American Engineering methods.

Mr. Becket's knowledge of chemistry and the allied sciences has led him into deep research and made his opinion on such subjects eagerly sought for and greatly valued.

He is now practicing as a consulting engineer along all branches of the profession, and his clientele includes some of the best known individuals and firms in the country.

Mr. Becket was married January 8th, 1905, to Miss Isabel Tripler, and resides at Mamaronëck, N. Y.



## John Adams Church



Among the prominent engineers who have utilized their talent for the advancement of the mining profession, none has been more active than John A. Church, E. M.

Born in Rochester, N. Y., Mr. Church was educated in New York City and received his technical training at the Columbia School of Mines, by which institution he was awarded the degrees of Engineer of Mines and Ph. D. After graduation, he spent several years abroad, publishing on his return "Notes on a Metallurgical Journey in Europe," in which the results of his studies in that country were embodied.

Soon after returning to this country, he was temporarily on the faculty of the School of Mines and also of the State University of Ohio, at Columbus,

but the livelier experiences of field work overcame the seductions of study and his labors as a professor ended once for all. Mr. Church, at this period, joined one of the government surveys and made a special report on the mines of the Comstock lode. He has been a frequent contributor to the literature of his profession and is well and favorably known as a technical writer.

Like most men of his profession, Mr. Church has been a constant traveler and has carried on operations in many states of the Union, especially in the West. He was a pioneer in the movement now popularly known as the "Awakening of China," having several years ago introduced American methods of mining in that country. Mr. Church was called to China by Li Hung Chang, the famous viceroy, in pursuance of an edict issued by the Empress Dowager, and the methods Mr. Church introduced at that period have since been used by the Chinese with varying success.

Mr. Church has been at various times connected with the construction of large plants and has done his part in bringing American mining to its present high position, and his long record of able and successful service has brought him to the highest standing in his profession. Mr. Church is a member of the American Institute of Mining Engineers and the Century and Explorers' Clubs of this city. He is of pure American stock, belonging to the same family as Col. Benjamin Church, whose achievements in Indian fighting are mentioned with respect even after the lapse of more than two centuries.

Mr. Church is now practising as a consulting engineer and has offices at No. 15 William Street.

## Ernest Abram Wiltsee

Born at Poughkeepsie, N. Y., September 30th, 1863, Ernest Abram Wiltsee, graduated as Engineer of Mines, at the Columbia School of Mines in the class of 1885, and at once became Assistant Chemist of the Edgar Thompson Steel Works, Braddock, Pa., afterwards filling the position of Chemist with the Colorado Coal and Iron Co., Pueblo, Col., and the Globe Smelting and Refining Co., Denver, Col.



ERNEST ABRAM WILTSEE

He was then appointed Assistant Superintendent of the North Star Mining Co., Grass Valley, Cal., which position he relinquished for the Superintendency of the Mento Mines, in the same locality.

During the year of 1892 Mr. Wiltsee was engaged in expert work with the California State Mining Bureau, and the following year was made Manager of the gold mines of Barnato Bros., Johannesburg, South Africa. He afterwards managed the Geldenhue's Estate and Gold Mining Co., and subsequently became Superintending Engineer of the Consolidated Gold Fields of South Africa.

Returning to this country in 1899, Mr. Wiltsee engaged in general mining work with offices in San Francisco. He then organized the Wiltsee-Seeley Investment Co., Denver, Col., and in 1904 became the Resident Manager of the Venture Corporation, London, Eng.

Resigning from this position, Mr. Wiltsee located in New York City, and opened offices at No. 165 Broadway.

Mr. Wiltsee is a member of the Pacific Union Club, San Francisco, Cal.; Burlingame Country Club, San Francisco, Cal.; Denver Club, Denver, Col.; Rand Club, Johannesburg, South Africa; Tuxedo Club, Tuxedo, New York; City Midway Club, New York.

## Gustav Lindenthal

Among New York's eminent professional men is Gustav Lindenthal whose ability as a civil engineer has brought him international repute.

Mr. Lindenthal was born in Brunn, Austria, and was educated at the colleges of his native city and at Vienna. His early work was in surveys of the railroads and bridges in Austria and Switzerland, when he came to this country as engineer to the Centennial Exposition in Philadelphia, afterwards becoming consulting engineer in construction works on Western railroads. He came to this city in 1892 and his superior attainments brought recognition immediately. Mr. Lindenthal was at one time Commissioner of Bridges of the City of New York and completed the construction of the Williamsburgh bridge, and made plans for the Queensboro and Manhattan bridges. He also prepared the first plans for the reconstruction of Brooklyn bridge and a structure of novel design. The present plans in course of construction at Park Row and Chambers Street, are based on his original plans with certain modifications. This will be a great monumental bridge terminal and municipal building of steel construction similar to the Eiffel tower, under which will be a terminal for all elevated and surface cars converging at that point. The municipal building above the terminal will be twenty-four stories high. Mr. Lindenthal's plans had provided for 43 stories, sufficient he thought for all city departments.

He was one of a board of six consulting engineers that planned the tunnels and terminals of the Pennsylvania Railroad under the North and East Rivers, and through New York City.

Mr. Lindenthal is also engineer and architect of the Hell Gate bridge over the East River for the New York Connecting Railroad. This bridge when completed will be the longest steel arch bridge in the world. He is President of the North River Bridge Co., a member of the British Institution of Civil Engineers, London, the American Society Civil Engineers, Canadian Society Civil Engineers, and a fellow of the A. A. A. S. Mr. Lindenthal belongs to many societies here, among which is the Arion Society and the Municipal Art Society. He was selected among many other gentlemen of note as a member of the Hudson-Fulton Celebration Commission, and was appointed to the important Carnival and Historical Parades Committee, and Chairman of the Music Festival Committee.

Mr. Lindenthal's skill and technical knowledge makes his opinions of value wherever intricate engineering questions arise, and his clientele therefore numbers some of the largest corporations in the country. He has thoroughly equipped offices at No. 45 Cedar Street.

## Alfred Pancoast Boller

Foremost among the consulting and contracting engineers of the city, is Alfred Pancoast Boller, whose offices are located in the Singer building at No. 149 Broadway. Mr. Boller was born in Philadelphia in 1840 and graduated from the University of Pennsylvania in 1858. He afterwards attended the Rensselaer Polytechnic Institute at Troy from which he graduated as a civil engineer. Since his graduation, Mr. Boller has been continuously engaged in the practice of his



profession, through its various grades up to positions of Chief, Consulting or Contracting Engineer or as a Commissioner.

In one of these capacities he was connected with the construction of the Congress Street bridge at Troy over the Hudson River, the Albany and Greenbush bridge over the same stream, the Thames River bridge at New London, Conn., the Manhattan Elevated Railroad, the West Side and Yonkers Railway, the Yonkers Rapid Transit Commission, the Providence Terminals, the Bay State Gas tanks at Boston, the elevation of the Pennsylvania

and Lackawanna tracks at Newark, N. J., the McCombs Dam or Central Bridge and the Madison Avenue bridge over the Harlem River, the Duluth-Superior Interstate bridge and the stone bridge over the Connecticut River at Hartford. Mr. Boller was also a director of the Lake Superior Corporation and has acted in an official capacity for many other works and enterprises.

Some years ago Mr. Boller formed a partnership with Mr. Henry W. Hodges and the firm of Boller and Hodges has for twelve years been prominently identified as consulting engineers with some of the most important work of the period, among which is the Melrose Avenue Viaduct, the Choctaw, Oklahoma and Gulf Railroad, the Mexican National Railroad, the Philippine Railways, the Bolivia Railways, the Madena-Marmosa Railway, and the Wabash entrance to Pittsburgh. The last named undertaking was of great magnitude there being over sixty bridges and viaducts, including the cantilever bridge over the Monongahela River at Pittsburgh and the one over the Ohio River at Mingo. The work of the firm includes every kind of railway construction such as buildings, bridges, trackages and terminals. The towers of the Singer and Metropolitan Buildings, and other buildings in various parts of the city and country. They are now carrying on the re-construction of the Waterford bridge over the Hudson River and the great municipal bridge over the Mississippi River at St. Louis. In addition to these important works, the firm overhauled and strengthened the elevated system of the Brooklyn Rapid Transit Railroad and were selected by the Comptroller of the city to thoroughly examine and report on the Queensboro bridge which had been publicly criticised. They are also consulting engineers of the Interstate Bridge Commission of New York and New Jersey which has under consideration the feasibility of bridging the North River between the two states.

Mr. Boller is the author of a treatise on "Iron Highway Bridges." He is a member of the American Society of Civil Engineers, the Institution of Civil Engineers of London, England, the Century Association, the Pennsylvania Society of New York, the Railroad Club and the Chamber of Commerce, all of New York City. He resides at Orange, N. J., where he is a member of the Republican Club and a vestryman of Grace Church of that city.



## FREDERICK SKENE



Frederick Skene, former State-Engineer and Surveyor of New York, was born at Garrisons-on-Hudson, Putnam County, New York, in 1874. He has resided in Long Island City thirty years.

Mr. Skene attended the Long Island City public schools and was graduated from them in 1889. He entered New York University in 1892, and was graduated from it in 1896, receiving the degree of B. S. He received the Civil Engineer degree in 1897 after a post graduate course, and is now in business as a consulting engineer at the Singer Building, No. 149 Broadway, New York City, N. Y.

Mr. Skene is a member of the Masonic Shrine, the Odd Fellows, the Elks, and Eagles. In 1900 he was appointed engineer in charge of the Department of Highways, Borough of Queens, New York City, and held that position until January 1, 1907, when he became State Engineer. He was appointed by Governor Hughes, a member from New York State of the National Rivers and Harbors, and Conservation Commissions.

Mr. Skene was married on February 25, 1902.



## Nicholas S. Hill, Jr.

Nicholas S. Hill Jr., was born in Baltimore, Md., June 18th, 1869, and was educated in the private schools of that city. He afterwards took a full course in engineering at the Stevens Institute of Technology, Hoboken, N. J., and after graduating in 1892 was made mechanical engineer of the Southside Elevated Railroad of Chicago.

In 1893, he returned to his native city as engineer secretary of the Baltimore Sewage Commission and in 1895 he was made engineer of the Electrical Commission of the same city.

This commission was appointed to prepare plans and make a report on the municipally owned underground conduit system which provided for the depressing of the overhead wires of the city.

The plans recommended by Mr. Hill were adopted and a municipally owned conduit system sufficient to accommodate all the Public Service Corporations, including telephone, telegraph, street railway and electric companies, has been put in operation, in accordance with his recommendation.

Mr. Hill was engaged in this important work for two years and was then appointed chief engineer of the Water Department, which position he held for a year and a half, relinquishing it in 1898 to open an office in Baltimore as a consulting engineer.

During his period of activity in Baltimore's municipal affairs as engineer secretary of the sewage commission, this commission had in preparation a voluminous report on plans and projects for the complete readjustment of the entire sewerage system of that city, as well as recommendations for the disposal of sewage. These two projects involved an outlay of \$18,000,000, and the work of constructing this extensive sewerage system is now in progress.

In his capacity of consulting engineer, Mr. Hill received many important commissions, chief among which was the preparation of reports for the Alabama Consolidated Coal and Iron Company; the Charleston Consolidated Railway Gas and Electric Company and for the cities of Mobile, Columbia, Brunswick, Petersburg and a number of others that had

projects underway calling for special engineering skill.

In 1899 Mr. Hill was made chief engineer and general manager of the Charleston Consolidated Railway Gas and Electric Company and satisfactorily accomplished the reorganization of that corporation afterwards locating permanently in New York City, where he opened an office at No. 100 William Street as consulting engineer.

From 1902 to 1904 he was chief engineer of the Water Department of New York City during which time the plan for a new water supply for the city had its inception.

One of the first matters taken up by Mr. Hill when he assumed charge of the water department was the question of water waste which led to an investigation and the first installation of the pitometer an instrument for measuring the consumption. He also prepared plans for the rehabilitation of the water system of Staten Island and Long Island City. Under his supervision was also made many changes and improvements in the pumping stations and distribution system of Manhattan and the Bronx.

One of his most important works during this period was the preparation of plans and reports on a high pressure fire system, and his recommendations were followed when the present efficient system was installed. After severing his connection with the water department Mr. Hill devoted himself indefatigably to his profession and attained an enviable reputation as a specialist in water supply, sanitation and sewage disposal, doing work for a number of the principal cities.

Mr. Hill is a member of many engineering organizations and social clubs. He has contributed to the literature of his profession by many papers on technical subjects which have been favorably received and largely read.

His extensive experience along the various branches of his profession and his thorough technical skill makes Mr. Hill's services of value in every section of the United States and he is at present engaged as consulting engineer by the municipalities of Jersey City, N. J., Norfolk, Va., Norwich, Conn., and many other cities, towns and a number of public service corporations.

Mr. Hill was married in 1895 and has two children. He resides in East Orange, N. J. and is greatly interested in the development and social life of that picturesque town.

## LEWIS NIXON

This well-known naval architect and ship-builder was born at Leesburg, Virginia, in 1861. He attended the public schools in his native town until his appointment to the United States Naval Academy from which he graduated No. 1 in 1882 and afterward took up a course of study in the Royal Naval College, London, England.

Although Mr. Nixon graduated as a mid-shipman, he was transferred from this line of navy to the Construction Corps in 1884 and from that period until 1890 he was engaged in the work of designing the battle-ships Oregon, Massachusetts and Indiana. He resigned from the navy to become superintendent constructor of Cramp's shipyard, Philadelphia but left that well-known concern and opened the Crescent shipyard. His reputation as a naval architect and builder had by this time become international and the Crescent works was soon a scene of great activity, vessels for all departments of the United States Government being built there, while considerable work was done for foreign governments.

Mr. Nixon afterward became sole owner of Lewis Nixon's shipyard and during his term of actual activity as a shipbuilder his contribution to the naval and marine service has included eleven men-of-war for the United States Navy; sixteen vessels for the Russian Navy; five vessels for Cuba and four for Santo Domingo, and every known type of vessel for the United States and foreign countries. The first motor boat to cross the ocean and the first submarine boats for the United States were also built by Mr. Nixon.

He has made many trips abroad and is almost as well-known in foreign countries as he is at home. He has been presented to

the King of England and Czar Nicholas of Russia and has been received in special audience by Pope Pius.

Mr. Nixon is deeply interested in New York's municipal affairs and has always taken an active part in politics. He was appointed president of the East River Bridge Commission by Mayor Van Wyck in 1897 and in 1902 succeeded Richard Croker as leader of Tammany Hall, afterward being one of the three who directed the destinies of that institution. He was chairman of the Democratic Congressional Finance Committee in 1902-3 and Commissioner from New York to the St. Louis World's Fair. He was appointed a member of the Board of Visitors to the U. S. Naval Academy by President Roosevelt in 1903 and has served as delegate to many national Democratic conventions.

Mr. Nixon was married in 1891 to Sally Lewis Wood, who is a direct descendant of the colonial general Andrew Lewis of Virginia.

He is a member of the Tammany Society and of the Council and Executive Committee Institution of Naval Architects and Marine Engineers; a fellow of the American Geological Society and a member of the Board of Trustees of Webb Academy and Home for Shipbuilders.

Among the many clubs of which Mr. Nixon is a member are the Union, Brook, National Democratic, Lawyers, Seneca, Coney Island Jockey, New York Yacht, Atlantic Yacht, Columbia Yacht, Richmond County Country, Westchester Country, Automobile of America, Automobile of Staten Island, Staten Island Motor Boat, Rittenhouse of Philadelphia and the Metropolitan and Army and Navy Clubs of Washington, D. C.

## James Yereance



James Yereance, well-known as an authority on fire and life insurance, was born in New York City in 1844 and was educated in the public schools and the Male Normal College.

At the commencement of his career he entered the fire insurance business and became one of the most widely-known and best posted underwriters in the metropolis.

In 1859 he entered the office of the Greenwich Ins. Co. and became its assistant secretary. In 1867 he was made secretary of the Astor Fire. In 1871 he became the secretary of the Safeguard Fire. He afterwards became its president.

In 1879 he was made manager of the New York Department and special agent for the United States of the London and Lancashire Fire Insurance Co. of Liverpool.

In 1887 Mr. Yereance was elected president of the Alliance Insurance Association where he remained until 1892, completing thirty-three years of service as a fire-underwriter.

He then turned his attention to life insurance and became a Metropolitan Manager of the Equitable Life Assurance Society, which position he still fills. During his active career, Mr. Yereance has filled many important positions. In 1897 he was president of the Life Underwriters Association and was a presidential elector in 1900. He has also served for a number of years as a member of the Republican County Committee and is now Chairman of the Transfer Tax Appraisers of the State of New York for the County of New York; Vice-Pres't N. Y. Port Society; Pres't Lords Day Alliance of the U. S.; Sec'y and Treas. of Trustees of Presbytery of N. Y.; member of Lawyers and Republican Clubs and of the Holland Society, his ancestors having come here from Holland over 200 years ago.

## Charles Shongood



Charles Shongood, one of the best known and most successful bankruptcy auctioneers in New York City, was born here May 1st, 1864. He received his education in the public schools and at the College of the City of New York and started in business in 1872 with his father, William Shongood. Mr. Shongood has been in the auctioneering business for twenty years and was the first official auctioneer appointed under the bankruptcy act.

He is a Republican in politics and has been the candidate of his party for both Assembly and Congress, and in 1904 was elected a presidential elector.

In social life Mr. Shongood is very popular and a member of many clubs, prominent among which are the Republican Club, Twenty-ninth District Assembly Club and the Progressive Club.

He is also deeply interested in Masonic work, and has taken his Thirty-second Degree in that order. His office is at Nos. 113 and 115 Leonard Street.

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Surveyor and  
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MANUFACTURERS OF BOTTLES.

## 48 WEST BROADWAY, NEW YORK

The management of the Empire Bottle & Supply Co. were practically the pioneers of the Milk Bottle.

Their President, C. T. Nightingale, has made the study of a sanitary Milk Bottle his sole aim for the last twenty-four years, being the inventor of all the leading styles now on the market.

They are the recognized leaders in that line having kept pace with the growing demand for absolute sanitation in Milk Bottles, and now produce a receptacle that is pronounced germ-proof and entirely free from the possibilities of contagion.

In 1891 they first began to experiment on making the Milk Bottles by machinery, which was not fully developed until 1901, prior to which the bottles were made by hand; this being a very slow process and producing an inferior as well as an inaccurate bottle.

In 1889 there was scarcely a carload of bottles used in New York City in a year's time, while to-day there are upwards of ninety thousand gross (about eight hundred carloads) used in New York and vicinity.

The Empire has always maintained its lead in quality, workmanship, styles and capacities, which have been adopted by all the leading manufacturers.

At the present time the art of making Milk Bottles has been so improved that there is scarcely a variation in the capacity or weight of the bottle; their output is close to two cars daily.

Their bottles are made in all sizes, also individual bottles of artistic design for restaurant and cafe use.

The first company to make a machine-made bottle was the Climax Stopper and Bottle Co., succeeded by the Climax Bottle & Mfg. Co. which is practically the Empire Bottle & Supply Co. of to-day.

# The W. F. Ruddock Boat and Yacht Works



YACHT PATRICIA, BUILT BY WILLIAM F. RUDDOCK

One of the oldest and best known boat building names in the country is "Ruddock", which has been before the public in this country and Europe for many years as builders of shell boats for the professional oarsmen and colleges. All the championship and important races were rowed in Ruddock boats, as they were known the world over as being the lightest and fastest built. They were built by W. W. Ruddock and afterwards by his son W. F. Ruddock, the present owner of the business, who has built every type of boat, from the finest racing shell to a motor yacht.

The Ruddock family come naturally to shipbuilding, as they have been shipbuilders from father to son for several hundred years, some in England and one branch of the family in St. John's, New Brunswick, Canada. It was there that the elder Ruddock learned the business and studied Naval Architecture, and when 21 years of age realized his ambition of designing, building, and superintending the construction of a large ship. He then went to Boston and built several steam and sailing yachts, and in the slack season did some designing. It was at this time he drifted into building racing shell boats and invented many things that brought them up to the present standard.

It was in Boston the elder Ruddock built up a reputation for building the fastest shell boats in the world, and shipped to England thirteen in one season. Every oarsman of note in the country used a Ruddock boat, including Hanlon, Teemen, Ross, Gaudaur, Hosmer, Plasted and others. When Hanlon was in Australia, he used two Ruddock boats to row for the Championship.

In 1886 Mr. Ruddock came to New York City and settled on the Harlem River, his shop in Boston being taken by the city for a park. All this time he devoted himself to shell boats alone, and did not build anything larger. In New York his son, the present owner of the business, W. F. Ruddock, was old enough to be in the shop, and

was with him in business when he died 10 years ago.

W. F. Ruddock started where his father left off, although only 19 years of age, and finished the boats his father had started. These met with approval and won their races, and very soon he had the confidence of his father's old customers, and the verdict was that the younger Ruddock was turning out the same type of a boat as his father had, and when the World's Championship race between Towns, of London, England, and Gaudaur of Canada was rowed, he built the boat for Gaudaur.

Mr. Ruddock then decided to enlarge the business. He built a larger plant at 141st St. and Harlem River and started to build, in addition to shells, small row boats, St. Lawrence skiffs, canoes, etc., and put in machinery, electric lighting plant, and soon had the most modern plant for small boats in the country, and with the College Eights, which he built, and the new addition of larger boats, he was kept very busy. About this time the craze for motor boats came and he started building small ones, and to the extra fine work put on the boats, he gave the same pains and attention as he did the shells, and they were so satisfactory that he soon got orders for the finest class of high-power mahogany Speed Auto Boats, and then larger launches, till at last he was building Motor Yachts of 70 and 80 feet, completely equipped with machinery, fittings, etc.

Last year just before Christmas the plant was totally destroyed by fire. It was then moved to 214th St. and Harlem River, and is now one of the best situated, largest and most modern plants in this vicinity, with facilities to build crafts from the finest shell to a 150-foot steam yacht. The Ruddock works have turned out some of the finest launches and yachts in these waters and have built for all the prominent designers, who have the utmost confidence in Mr. Ruddock's ability and honesty to build strictly according to their plans and specifications.



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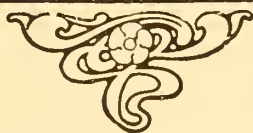
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## Borough of Richmond

Staten Island, one of the prettiest of the boroughs that go to make up Greater New York, has a history contemporaneous with Manhattan Island, having also been discovered by Hudson in 1609. The intrepid navigator found it inhabited by the Aquahonga Indians and soon afterwards the Dutch formed a settlement at Oude Dorp, now Arrochar.

It was a battle ground during the Revolutionary War and was the headquarters of Lord Howe of the British army who installed himself in the old Billop manor house where the historical meeting between himself, Benjamin Franklin, Rutledge of South Carolina and Adams of Massachusetts, took place. This meeting was an attempt to restore peace between the warring colonists and the Mother country.

The Staten Island of to-day is a scene of hustling activity containing several important business centres principal among which are Richmond, Stapleton, Tompkinsville, West New Brighton, New Brighton, New Dorp, St. George, Clifton, Graniteville, Dongan Hills, Tottenville, Princess Bay, Greenridge, Chelsea, Rossville, Kreischerville, Greenbridge and Grasmere. The report of the commissioners of Docks and Ferries shows that in 1907, 10,760,721 passengers were carried and that the traffic will be largely increased with

the installation of contemplated ferry improvements, while a committee of the Chamber of Commerce is earnestly advocating a tunnel to the island.

Owing to the natural and commercial advantages with which Staten Island, by virtue of its location in the harbor of New York and its large frontage on the deep waters of Staten Island Sound and the Kill Von Kull River, large industrial interests have located there.

This increase of manufacturing plants has brought a constantly increasing population and business generally has benefitted. Ten years ago there were but two commercial banks in the borough while, today this number has been increased to five local institutions and a branch of a New York bank. There are in addition two savings banks and seven building and loan associations.

The various towns that go to make up the Borough of Richmond, as Staten Island is known in its relation to Greater New York are especially adapted to residential purposes. They are all environed by picturesque scenery, have well-paved streets and all the municipal improvements that make suburban life bearable. There are thirty-four elementary public schools and parochial schools. The borough has churches of every denomination, three attractive parks and an ample supply of good drinking water.



Its police protection is assured by a force of 17 detectives and 200 policemen and a fire department consisting of eight engines, one hose and five hook and ladder companies, comprising a force of 175 men. A fire boat stationed at St. George assures water front protection.

Of vast interest to manufacturers is the fact that goods can be shipped at New York City freight rates via the Staten Island Rapid Transit Railroad and connecting trunk lines, namely, the Baltimore & Ohio Railroad, the Pennsylvania Railroad, the Lehigh Valley Railroad, the Reading Railroad, the Central Railroad of New Jersey and the Erie Railroad to all sections of the United States, West and South, while all other roads deliver and call for goods free of additional charge within the free lighterage limits of New York Harbor, between Holland's Hook and Fort Wadsworth.

Staten Island has an active Chamber of Commerce that is constantly calling attention to the island's advantages and has been the means of greatly increasing its commerce and adding very materially to its population. The president of the Chamber of Commerce is W. S. Van Clief, well-known among the manufacturers of Staten Island, and the secretary is Cornelius G. Kolff. Nearly every prominent business man on the island is a member of the organization and no work is considered too arduous that will result in the borough's betterment. Just now the question of better transportation facilities is being agitated and the Chamber of Commerce will

not rest until a tunnel connects the beautiful and busy spot with Manhattan.

That portion of Staten Island known as the easterly shore has been familiarly known for many years, especially in shipping circles as the "Gateway to New York," on account of the location of a Quarantine Station where all incoming vessels are compelled to stop before entering the Harbor for inspection by Health Officers.

As early as 1799, the State of New York took possession of certain portions of the water front on the east shore of Staten Island for the purpose of establishing a Quarantine Station and Marine Hospital, probably on account of the sheltered anchorage and depth of water at this locality, and the old Quarantine Station remained here until about 1869, when the development of Staten Island required that it be transferred to a new location further down the Bay and near the Narrows, where the vessels with contagious diseases aboard could be detained further away from the City.

The first Ferry from New York, to Staten Island, owned and originally operated by Captain Vanderbilt, personally, landed its passengers adjacent to the old Quarantine Station and this point was used as a ferry landing for nearly 80 years or until the present City of New York established its magnificent Municipal Ferry service about 1905 at St. George, at a short distance north of the old landing.

Shortly after the removal of Quarantine, the greater portion of old grounds were sold

to the American Dock & Trust Company, and a storage plant established there.

Since 1873 until the present date this historic ground, has been used continuously as one of the largest independent warehouse properties in the Port of New York, and although it was originally intended for the exclusive storage of cotton, in recent years new fire-proof buildings have been added and entire plant re-constructed with large piers added to accommodate ocean going cargo steamers, and storage accommodations for miscellaneous merchandise.

One of the attractive features to receivers of cargoes at this Terminal is the Railroad connections whereby merchandise can be trans-shipped direct from side of vessel into cars without extra handling or cartage, and it is the only Terminal in the City of New York having direct rail connections, with trunk lines, independent of float system.

Some special record or event, either in size or variety of cargoes handled, or increased facilities has marked the growth of this Terminal nearly every year, particularly since its reconstruction period.

Although not the largest Terminal in the Port of New York it has the distinction of

having handled not only the largest manila cargo arriving at New York, (over 28,000 bales from one vessel,) but also handled more than one half of the manila hemp imported in New York, during the year 1907, and 95 per cent of all the sisal received at the Port of New York in 1905.

This Terminal has also the distinction of having had the largest cargo of nitrate discharged at its docks, and also practically all the nitrate during the last three years.

In addition to the large quantities of fibre, nitrate and cotton handled or stored here, a great variety of miscellaneous commodities such as spices, tea, tin, wool and general merchandise from the far East are also stored and trans-shipped from this Terminal.

One of the advantages which have contributed largely to the growth of this Terminal in recent years, has been the great reduction in fire insurance rates, which can be obtained by merchants handling their freight at this Terminal, by reason of the entire plant being equipped with automatic sprinklers, now recognized by the principal fire insurance companies as the best fire fighting facilities obtainable.



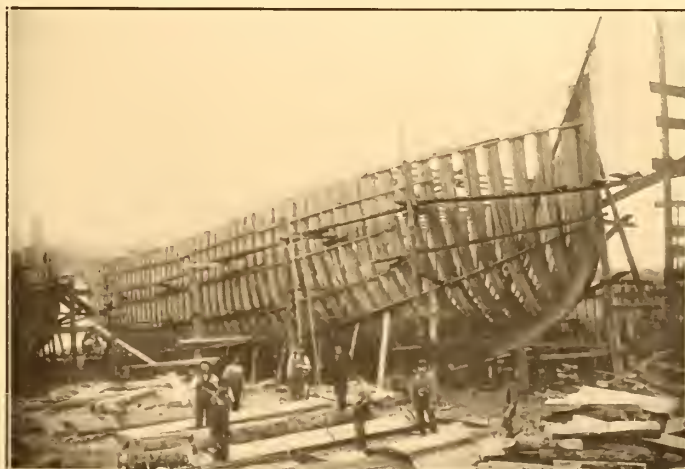


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# STATEN ISLAND SHIPBUILDING CO.



The record made by the Staten Island Shipbuilding Company in the less than twelve years of its existence, is a most gratifying one and shows that the company's founders were justified in the belief that advanced methods, superior construction, promptness in execution and strict attention to detail, would place the organization in the front rank of American steam craft builders.

The business was originally started by W. J. Davidson who had been foreman of the Albany Steam Iron Works and later superintendent of the Starin works and boats.

Mr. Davidson, is a Canadian by birth and his first venture in the business on his own account was as head of the firm of W. J. Davidson & Co. In 1898, this business was consolidated with the Burlee Dry Dock Company. In 1908, the name of the concern was changed to the Staten Island Shipbuilding Company, and since that time the growth of the business has been almost phenomenal.

The nature of the work is shipbuilding in all its branches and a specialty is made of the repairing of all class of harbor craft.

The company built the yacht Noma, 252 feet which developed 19½ knots and the Rheclair, 213 feet, which has a registered speed of 17 knots.

In ferry boat construction the company points with pride to the Richmond for the Staten Island Municipal Ferry and the Chicago for the Pennsylvania Railroad Company and the Jamestown, Chautauqua and Arlington for the Erie Railroad Company.

In sea going tugs the company is ahead of any rival concern having constructed the Mary F. Scully, length 180 feet, the largest steel tugboat afloat. Among others built are the Gypsum King, 165 feet; Wyoming, Irvington, Standard II, Standard I, Wellington and Cheektowaga.

In harbor tugboats the following bear testimonial to the company's constructive ability: Washington class of the D. L. & W.; Amiral Dewey and E. J. Berwind; Genesee, class of the Lehigh Valley and Waverly, class of the Erie.

The plant of the company at Staten Island is thoroughly equipped with every modern contrivance for expeditious work and with all improved machinery.

There are two shipyards, the main yard being at Port Richmond, where the iron working shops, and three drydocks of large capacity are located; and the other being the Mariner Harbor yard where wooden boats are constructed and repair work done on one dock.

Thoroughly equipped machine, boiler, blacksmith, coppersmith, carpenter and joiner shops; large plate sheds, mammoth furnaces and a complete electrical department enables the company to turn out thorough work on the shortest possible time.



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After a most careful examination of the water fronts about New York, we located fifteen years ago at Staten Island, between Tompkinsville and Stapleton. This was a fortunate move for us, and we have found the location most convenient and accessible. To those seeking water front properties we offer our experience and would be glad to point out the economies and advantages of Staten Island. The opportunity is there, and we believe that it only requires the searchlight of investigation turned upon it.

ICHABOD T. WILLIAMS & SONS.

## WILLIAM S. VAN CLIEF



To the tenacity and stolidity of a Dutch ancestry, that dates in this country from October 14, 1653, coupled with the progressiveness and keen business acumen that comes from intermarriage and Americanization, William S. Van Clief, prominent in Staten Island business and social life, owes much of his success. Mr. Van Clief was born at Stapleton, May 24, 1859, and was educated by private tutors and at the New York University. His father, John H. Van Clief, was engaged in the lumber business from 1853 to 1891, and when the younger Van Clief finished his education in 1878, he took up the same line, succeeding his father in 1891 and in addition buying the business of Bodine Bros. at West New Brighton, having now three large lumber

yards with planing mill and other equipment. The main office and yards are at Port Richmond while the third plant is located at Pleasant Plains.

Mr. Van Clief is devoted to Staten Island and its development. He has been for four years president of the Chamber of Commerce but has never aspired to public life, although he has on several occasions been offered flattering positions without succumbing to the temptation that is often disastrous to the successful business man.

In all his ventures Mr. Van Clief has been very successful. He is a member of the Episcopal Church, of the Staten Island Country Club, the Staten Island Club and many other organizations.

The founder of the family was Jans Van Clief and Clutes' History and Morris' History, both of Staten Island, and the History of Greater New York give honorable mention to that sturdy Hollander.

Mr. Van Clief was married June 27, 1883 to Miss Adelaide C. Carrol. They have four children, William Carroll Van Clief, born December 16, 1885; Courtland Van Clief, born Nov. 15, 1888; Anna Clare Van Clief, born May 25, 1890 and Ray Allan Van Clief, born July 26, 1891.

Mr. Van Clief has a handsome home at No. 215 Manor Road, West New Brighton and his business address is at Port Richmond.

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